CYCLE NEWS®

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Baja 1000

Six straight for Team Green

Riding Schwantz's title-winning Suzuki RGV500

Summers takes Cross Country finale

TEST Kawasaki KX250

TY DAVIS

TIME DATED MATERIAL MAILED NOVEMBER 23, 1993

IN THE WIND By Papa Wealey

Scotland's **Steve Hislop** (Yam) won the Macau Grand Prix in Macau, November 20, topping Ireland's **Robert Dunlop** and England's **Mark Farmer** (Duc). **Michael Barnes** was the top American finisher in the road race with the Floridian finishing fourth overall in the two-leg race. The event was marred by a three-rider crash that saw Canadian **Michael Taylor** badly injured. The 28-year-old suffered a broken arm, leg, shoulder blade, collarbone and ribs after crashing and being run over by Austrian **Karl Truchsess. David Jefferies** also crashed in the incident, but neither he nor Truchsess were injured. Taylor is recovering from a seven and a half hour operation performed by Grand Prix medic Dr. Claudio Costa and local Macau surgeons, and he is expected to return to Canada this week. Two other local riders were killed, one during a novice practice session and the other in the ACM Trophy Novice final.

Jeremy McGrath (Hon) won both legs of the Barcelona Supercross, November 20-21. Belgian **Stefan Everts** (Suz) put on a come-from-behind ride to finish second on Saturday and South African **Greg Albertyn** was third. American **Larry Ward** (Yam) was fourth ahead of fellow countryman **Steve Lamson** (Hon). On Sunday, Albertyn was second, Lamson third, Frenchman **Yann Guedard** (Kaw) fourth and American **Guy Cooper** (Suz) fifth. Cooper currently leads the World Supercross Championship point standings by 12 points over Albertyn, 44-32.

Rodney Smith (Suz) won the 250cc class in the first round of the Enduro-thon series at the San Jose Fairgrounds in San Jose, California, November 21. The 125cc class was won by the team of **Dan and Don Hart** (Hon) while **Ricky Ryan** (Hon) took home the Open class victory. The next round of the series will be held on December 5.

Road racer **Dale Quarterley** will again ride a Team Mirage-backed Kawasaki in the 1994 AMA Superbike National Championship. Quarterley, who finished second in the championship in 1993, surprisingly didn't get any offers for a factory ride for '94. Rumors that the New Englander had been contacted by Harley-Davidson to ride their new V-twin Superbike were just that - rumors. "They never even called me," Quarterley said from his home on Friday, November 19. "I'm basically all set for next year. The contracts are on the desk. I'm still waiting to hear from Kawasaki, but I expect to hear from them today."

After learning he had won the **Mickey Thompson Award of Excellence** for the second year in a row, **Guy Cooper** called *Cycle News* just before this issue went to press to express his gratitude. Cooper was absent at the annual AMA Awards Banquet held in Long Beach, California, November 20, where it was announced that he had won the award. "I'm thrilled about it," said Cooper from New York's LaGuardia International Airport, where he was returning to his hometown of Stillwater, Oklahoma, after competing at the Barcelona (Spain) Supercross. "I'm sorry that I wasn't able to attend because of my racing commitments, but I was delighted to hear the news and I'm honored. I'll put it (the award) on my mantle over my fireplace and cherish it forever."

Speaking of **Guy Cooper**, he is currently in the middle of the "itinerary from hell," and the recent strike by American Airlines' flight attendants hasn't helped matters any. "It all started leaving Oklahoma City for Barcelona," said Cooper. "I left Oklahoma City for St. Louis, missed my connecting flight to New York, caught the next flight to Washington, then flew to New York. From New York, I flew to Zurich, Switzerland, then caught another flight to Barcelona. After the race, I flew from Barcelona to Lisbon, Portugal, then to New York where I am now. My flight to St. Louis has been delayed, and it looks like I'll go through Philadelphia before getting to Oklahoma City. I have a day of rest at home before going to California and then to Tokyo for a supercross. After that, I fly back home, have a day-and-a-half rest, then head back to Europe for the Geneva Supercross. Believe it or not, I'm having fun. I don't have to worry about getting ready for the (AMA) Supercross Series in January."

One of the reasons **Guy Cooper** is having fun is that he beat Supercross Champion **Jeremy McGrath** in a jump contest at the Barcelona Supercross. "That was a blast," said Cooper. "We both have this thing where we launch off the jump, take our right foot off the peg, and bring it around to the left footpeg. It looks pretty awesome. I have to admit, though, McGrath has that move mastered."

Charlie Gardner phoned the *Cycle News* offices recently with news that rookie Expert **Kenny Coolbeth** has signed a two-year contract with the **Gardner Racing/Walters Bros. Harley-Davidson** race team. The 16-year-old from Warren, Connecticut, will contest the entire AMA Grand National Championship Series aboard the red, white and blue machines, leaving behind the familiar florescent green color scheme that he has worn throughout his amateur career. "We expect good things from Kenny," said Gardner. "This will probably be a learning year but, of course, Kenny expects big things from himself." R&I Manufacturing-sponsored Coolbeth turned Pro-Am in early 1993 after his 16th birthday, and earned enough points to turn Expert in only five months.

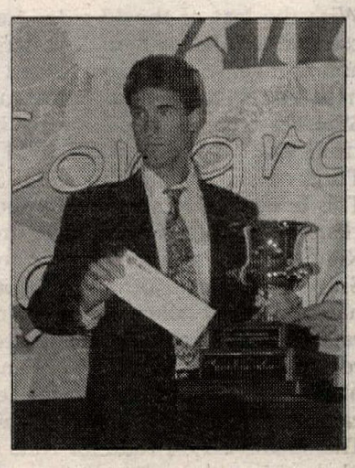
ProLite Trailers will sponsor the nine-event **1994 AMA National Arenacross Series**, according to the AMA. The series begins on December 3-5, 1993 at the MetroCentre in Rockford, Illinois, and concludes on February 25-27 at the Denver Coliseum in Denver, Colorado. ProLite will post $10,000 in series cash awards, including a $5000 bonus for the National Arenacross Champion.

H&H KTM will host an open house on December 3-5 at the Barry Higgins-owned dealership in Douglasville, Georgia. The open house will give visitors the opportunity to meet KTM president **Rod Bush** as well as riders **Jeff Russell** and **Allen Gravitt** on Friday, December 3 at 7:30 p.m. On Saturday, December 4, Higgins and the KTM technical department will conduct a technical seminar at 10:00 a.m., and the dealership will then offer test rides of the 1994 KTMs beginning at 1:00 p.m. On Sunday, December 5, the open house moves to Dallas, Georgia, for the SE&TRA hare scramble. For more information contact H&H KTM at 404/920-1371.

Road racer **Randy Renfrow** has signed a contract with **Team Chafong** to contest the 1994 AMA/CCS 600cc Supersport Series. The Boynton Beach, Florida-based team will field two riders on Honda CBR600s, but the number two rider has yet to be signed. "We are currently talking with several different riders and Randy's teammate will be named in the near future," team manager Steve Clark said. Team Chafong is the race team spin-off of Chafong, Inc., a manufacturer of race and sportbike performance products. Chafong is also planning to offer a contingency program for racers using its handlebars and rear sets.

Bridgestone Tire recently completed two days of tire testing at Daytona International Speedway in preparation for Camel Motorcycle Week scheduled for March 4-13. The testing was done by Two Brothers Racing's **Hikaru Miyagi** and **Tommy Lynch**, Moto Liberty/Nankai riders **Takahito Mori**, **Doug Carmichael** and **Dean Mizdal**. "This is the fourth time this season that Bridgestone Tire and Two Brothers Racing have been at Daytona for either racing or testing," said Kevin Erion, co-owner of Two Brothers Racing. "Bridgestone have put the information the engineers learned in our August test session into the tires we're testing now. This really shows how strong their commitment to racing is. We're proud to be a part of it." Bridgestone U.S. was represented at the test session by motorcycle tire engineer **Warren Dunham** and technician **Marty Hummel**. Bridgestone Japan's **Don Yabuta**, the company's top motorcycle tire engineer, made his second trip to Daytona in three months, this time with fellow engineer **Taka Ohtsuka**.

Graham named AMA Pro Athlete of the Year



AMA Grand National Champion Ricky Graham was named the AMA MotoWorld Professional Athlete of the Year at the American Motorcyclist Association's annual Professional Awards Banquet, this year held at the Sheraton Long Beach Hotel in Long Beach, California, November 20. Graham was selected from a slate of six nominees who were honored during the banquet. The AMA MotoWorld Professional Athlete of the Year Award carries a $5000 honorarium from Seals Communications, producers of the MotoWorld and MotoWorld II programs for ESPN. The award is also AMA professional racing's highest individual honor.

"This is just a neat way to end such a perfect year," said Salinas, California, resident Graham. "This year wasn't very financially rewarding, but that's not what my comeback was about. My comeback was about pride."

Graham's 1993 championship was the third of his career; he won his first as a privateer Harley-Davidson rider in 1982, and scored his second title in '84 as a member of the factory Honda team. In '93, Graham stood atop the series for the second time as a privateer, this time as a member of the Undo Racing team. Not only did Graham set a new record for the longest time span between championships (nine years), he also set the record for the most National wins in a single season (12), the most-consecutive National wins (six), most half-mile National wins in a single season (seven), and the highest-ever single season point total (330). Graham also captured the inaugural Harley-Davidson 883 Dirt Track National Championship and the Harley-Davidson/Continental Cup 883 Championship.

Joining Graham as nominees for Pro Rider of the Year were World Individual Speedway Champion Sam Ermolenko, AMA Superbike National Champion Doug Polen, 250cc National MX Champion Mike Kiedrowski, Camel Supercross Champion Jeremy McGrath and 500cc World Road Racing Champion Kevin Schwantz.

Several other awards were presented during the banquet:

Long-time AMA official and staff member W.A. "Bill" Boyce was recognized as the 1993 AMA Professional Sportsman of the Year, while motocrosser Guy Cooper was awarded both the AMA Goodwill Ambassador Award and the Mickey Thompson Award of Excellence. Cooper, who was unable to attend due to an international racing commitment, is the first rider to ever win the Mickey Thompson Award of Excellence more than once.

The Dud Perkins Award, the AMA's highest individual award outside the realm of racing, was presented to Sharon Clayton, who accepted on behalf of herself and her late husband, Chuck. The Claytons brought *Cycle News* to National publishing prominence and are the founders of the Clayton Foundation, a non-profit organization that helps injured motorcycle racers.

Three promoters were honored for their excellence in event promotion: Bill and Jerry West of World Sports Promotion received the Motocross Promoter of the Year Award, and Jim Haynes accepted the Road Race Promoter of the Year Award on behalf of Road America. Bert Sanders represented the Peoria Motorcycle Club, which was honored as Dirt Track Promoter of the Year.

Upcoming pro riders received Rookie of the Year awards, with Takahiro Sohwa honored in Superbike Road Racing, Robbie Reynard in motocross and Ben Bostrom in dirt track.

The Archer/MotoWear International Look Sharp Award was presented to Harley-Davidson TwinSports Rookie of the Year Joe Winston III.

Manufacturers of the Year were Ducati in road racing, Honda in motocross and Harley-Davidson in dirt track.

Champions of all AMA professional racing series were recognized by co-hosts Dave Despain and Larry Maiers, as were the riders who combined to win four individual and two team World Championships in 1993.

The AMA's World Champions in '93 were Athlete of the Year nominees Ermolenko and Schwantz; World Superbike Champion Scott Russell; World Endurance Road Racing Champion Doug Toland; the Motocross des Nations team of Jeff Emig, Kiedrowski and McGrath; and the World Team Speedway Championship winning squad of Ermolenko, Billy Hamill, Greg Hancock, Josh Larsen and Bobby Ott.

With the last of the 12 rides for 1993 complete, **Ride for Kids** founders Mike and Dianne Traynor have turned over a new one-year record fund total of $526,000 to brain tumor research institutions and to the new Central Brain Tumor Registry of the United States. This brings the total raised by motorcyclists to more than $2 million since the Ride for Kids program started in 1984. Since Honda and other sponsors pay national event costs, all of the money raised at these events goes directly to research to help find the cause and cure of pediatric brain tumors, the leading cause of death by disease for children. The tentative 1994 Ride for Kids schedule begins with back-to-back dual sport and road rides in southern California on March 20 and March 27.

By City Council vote on Tuesday, November 16, **Collene Thompson Cambell**, chairman of the board of the Mickey Thompson Entertainment Group, became the first woman mayor of San Juan Capistrano, California. Cambell is the sister of racing legend and promoter **Mickey Thompson**, who was murdered in 1988. Cambell will take office on December 7. "I've always been extremely proud to live here," Cambell said. "From the very beginning, I have wanted to get involved with the community to help maintain its heritage and integrity. When we moved to San Juan Capistrano from El Monte 14 years ago, I told Mickey this was the greatest city in the nation. He told me very emphatically then that someday I would be the first woman mayor here. I didn't give it much thought at the time, but after Mickey and his wife Trudy were murdered in 1988, and I was later elected to the City Council, I could feel his encouragement all over again."

GFI Racing will hold two open practice sessions at **Perris Raceway** on Friday, November 26, from 10:00 a.m. to 3:00 p.m. and on Saturday, November 27, from 10:00 a.m. to 2:00 p.m. GFI will charge $15 per motorcycle with no spectator fee. For more information contact GFI at 909/371-3434.

Former National and Supercross Champion **Rick Johnson** will serve as the master of ceremonies at the December 5 running of the Racing Enterprises Christmas Grand Prix, held at Carlsbad Raceway in Carlsbad, California. "RJ will lead a parade lap, and who knows, maybe we'll get to see him race a class if we're lucky," said Racing Enterprises' Myra Thomason. For more information call 619/484-1441.

World Individual Speedway Champion **Sam Ermolenko** returned to southern California on November 18 to further rest the injuries he suffered in England in October and to attend the AMA Professional Awards Banquet. Ermolenko said that his recovery is coming along as well as can be expected. "I think I'll be fit by the end of January, but whether my bones will be 100% is another story," Ermolenko said. "I'm two weeks away from putting weight on my leg. I've just got to lay down and be cool, and if the doctors here say everything's going okay then maybe I'll start riding my bicycle. The warm weather here will help, too. It's freezing in England right now." Ermolenko plans to return to England on December 12.

Ermolenko said that he is disappointed that there will be no Grand Prix series to determine the **World Individual Speedway Championship** in 1994. "They (the promoters) never landed a TV deal, so they couldn't pull the sponsorship to pay for the prize money that was supposed to be put up," Ermolenko said. "It has kind of pulled the carpet out from underneath us."

The BLM has announced dates and locations for public meetings to discuss the recently released Draft Management Plan for the **Clear Creek OHV area** in central California, site of the Quicksilver National Enduro. The BLM's alternative in the draft would close approximately 70 percent of the area currently open to use by motorcyclists and would eliminate most of the trails used in the enduro. Meetings will be held on December 7 at the San Benito High School cafeteria at 1220 Monterey Street in Hollister, December 9, at the Sierra National Forest Service office at 1600 Tollhouse in Clovis, and December 14 at the Southside Community Center at 5585 Cottle Road in San Jose. All meetings are from 5:00 p.m. to 9:00 p.m. For more information call 408/637-8183.

The AMA's District 37 Dual Sport Committee will host the 10th annual **L.A. to Barstow to Vegas** Dual Sport Ride on November 26-27. This will be a benefit ride to support general operation of the offices, and legal defense efforts to keep riding areas open. Day one will start at the Honda Rider Education Center in Colton, California and will travel 190 miles to Barstow. Day two will go from Barstow to Las Vegas over a course of approximately 230 miles. All motorcycles must be street legal and be equipped with a quiet muffler and USFS-approved spark arrestor. For more information, call 818/249-2141 or 310/826-7656.

Keith Collins dropped us a note to let us know that a **protest rally** will be held at Alvord Road, the traditional start of the Barstow to Vegas, on Saturday, November 27. Collins was arrested there last year and is still awaiting his day in court, but says this year's rally has been approved by the BLM and is completely legal. Nearly 350 exemptions to the BLM closure order were granted (seven times more than have been issued in the past), but the protest route was limited to just three miles. After the rally, which will include guest speakers and a collection of Christmas toys and canned goods for the needy, those with exemptions will participate in a "freedom ride" along the designated route. Those without exemptions can ride with someone else (in a four-wheel drive vehicle or on a motorcycle) or participate on a non-motorized vehicle (bicycle, horse or on foot). Following the freedom ride, those wanting to travel the Mojave Road or any other legal road or trail can do so with no permit required. The rally starts at 7:30 a.m., and Alvord Road is off the Harvard Road exit of I-15, approximately 20 miles east of Barstow.

As they prepared for the November 12-13 **Baja 1000**, the Honda team had one of those infamous experiences that only seem to happen south of the border. "While we were pre-running, Danny (Ashcraft) got the bike stuck up to the bars in mud on Laguna Salada," said Charles Halcomb. "The bike started sinking in, but he thought he could make it through so he just kept going. We had to dig the bike out and lay it on its side, and then, before it would sink in again, we flip-flopped it over onto its other side. We must have flip-flopped it at least 80 times over to the edge of the lake bed, and we couldn't rest because it would start to sink in again if we didn't hurry."

Assisting in Kawasaki Team Green's pits at the Baja 1000 was none other than former national MXer **Goat Breker**. "This is my first time down here, and it's just awesome," said Breker, who is now a motocross promoter. "I'm just trying to do what I can for these guys without getting in their way. It's a lot of fun." Accompanying Breker was top woman motocrosser **Cynthia Cole**. Cole has lived in both Massachusetts and Florida, but has most recently been living and practicing in southern California.

Cycle News associate editor Chris Jonnum was obviously never a boy scout, or he would have been better prepared to cover the Baja 1000. Jonnum waited until two days before the race to reserve a hotel room near the start/finish in Mexicali, only to find that none were available, so he grabbed his sleeping bag and headed for Mexico. Fortunately, **Mort and C.M. Maynard**, of El Centro's C/M Cycle; and Dirt Rider magazine's **Mark Kariya** were kind enough to offer their hotel room floors.

Trials & Motocross News reports that **Roger DeCoster** has signed a contract to manage a 250cc MX GP team in 1994 and '95. Frenchman **Yves DeMaria** and American **Tallon Vohland** will ride for DeCoster with backing from Pepsi, Elf, Honda, Apple and Casio. It was previously rumored that DeMaria would ride for an Eric Geboers-sponsored team, but the Pepsi deal was more lucrative. Testing will start in California in late January.

Robbie Reynard reinjured his right shoulder in a crash at the Paris Supercross. Reynard had planned on contesting the Florida Mini Olympics, but will now have to turn his attention to preparing for the '94 season.

Magee to race in AMA Superbike Series

Australian Kevin Magee (right) is set to sign a contract with the Martin Adams-owned Smokin' Joe's Racing team to contest the 1994 AMA Superbike National Championship Road Race Series, according to Adams. Magee will ride the team's Honda RC45 in the 10-race series which begins with the Daytona 200 at Daytona International Speedway on March 13 and concludes at Sears Point International Raceway on August 21.

The 31-year-old is expected to make his debut with the team during the three-day Dunlop test session at Daytona International Speedway on December 1-3. Magee will ride last year's Honda RC30 at the test, which he will use mainly to get accustomed to the 3.56-mile race track.

"I'm thrilled," Adams said on Monday, November 22. "It's sort of a coup, getting him to come here to race in America. Rob (Muzzy), myself and (Eraldo) Ferracci have all succeeded in bringing world-class talent back to America. Hopefully, the people who run our series and the promoters can take advantage of it and make the series better."

Magee brought attention to himself with his performances aboard Marlboro-backed Yamaha superbikes in the early 80s in Australia, and he was signed by Kenny Roberts to ride Lucky Strike Yamahas in the 500cc Grands Prix in 1988 after a successful three-race GP debut in 1987. He finished his first full season of 500cc GP racing fifth in the World Championship.

The highlight of Magee's GP career came on April 24, 1988 when he beat Eddie Lawson in a straight fight to win the 500cc Spanish Grand Prix at Jarama for what would be his only GP victory. Still a member of the Roberts-owned Lucky Strike Yamaha team in 1989, Magee suffered a broken leg in his post-race collison with Bubba Shobert in the U.S. GP at Laguna Seca, the third round of the series. In 1990, Magee joined the Lucky Strike Suzuki team, but he suffered serious head injuries at the U.S. GP at Laguna Seca on April 8.

Magee has since tasted success in World Championship Superbike racing, winning one leg and finishing second in the other in the Australian round of the series at Phillip Island in 1992, and also adding two second-place finishes in the Japanese round that same season.

In 1993, Magee raced a factory Yamaha YZR500 in the All-Japan Road Race Series, but his season was cut short when he suffered a broken hand in a practice session crash for the Suzuka 8-Hour in July.

NAMED: Beau Allen Pacheco, as editor-in-chief of Big Twin, Cycle World magazine's quarterly publication devoted exclusively to Harley-Davidsons. Pacheco, 46, most recently worked as editor-at-large for Rider magazine.

HIRED: Robert Hough and Brenda Buttner, as news editor and feature editor, respectively, by Cycle World magazine. Hough previously worked as a reporter for the Galveston (Texas) Daily News and as a contributing editor for American Roadracing. Buttner worked as the Washington correspondent for the CNBC cable television network and national correspondent for the Gannett News Service.

CORRECTION: The telephone number for the 1994 La Playa Motocross Grand Prix Series was listed incorrectly in our last issue. The number in Rosarito Beach, Mexico is 011-52-661-22525.

CEASED: Publication of AXO Sport America's quarterly Inside Motocross Magazine, one year after its debut. According to company president Jim Hale, the final issue has been published and sent to subscribers and retailers, and those with subscriptions will receive full refunds for all prepaid issues. "We had allocated a generous portion of AXO's 1993 promotional budget to produce this magazine and we have now decided to modify our direction," said Hale. "We've decided to place 100 percent of our resources and efforts on further development of AXO's motocross products."

CORRECTION: The correct phone number for Kamikaze Sport, the exclusive importers of the Day 180 MX Boots, is 602/352-0190, FAX 602/484-0244. CN

INSIDE

FEATURES

OFF-ROAD
Team Kawasaki has 'em green with envy in Baja 1000 6
Summers finishes strong at Tennessee Cross Country National 12

SUPERCROSS
McGrath continues to reign at Paris SX 14

RACER TEST
Kevin Schwantz's Suzuki RGV500 16

RIDING IMPRESSION
1994 Kawasaki KX250 20

DEPARTMENTS

HOLIDAY GIFT GUIDE 22
EVENTS 24
CALENDAR 30
RESULTS 34
WANT ADS 34

ON THE FRONT PAGE:

Ty Davis was a major player in Team Green's sixth-straight win at the Baja 1000, as were teammates Larry Roeseler and Danny Hamel. Turn to page 6 for the complete story. Photo by Kinney Jones. (Inset) Alan Cathcart was the envy of all motojournalists when he tested 500cc World Champion Kevin Schwantz's RGV500 Suzuki. Check out page 16 to see what it was like. Photo by Emilio Jimenez.

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VOICES Letters to the editor

Sorry, racers

On behalf of the Tri-State Motorcycle Club, I would like to extend our apologies to the racers (especially those who showed up to race) and spectators for the cancellation of our hare scrambles at Lembo Lake Park in Modena, New York on November 7.

During the week of the race, we were informed that the Town Zoning Board had determined that the property wasn't zoned properly and that the event had to be cancelled or face serious legal consequences. We then proceeded to send out over 200 letters of cancellation, telephoned those who had called and left phone numbers, and placed a message of cancellation on our racing hotline. We also had club members at Lembo Lake on November 7 to greet those who didn't get the message. However, I'm sure that we probably missed some people.

This event will not be rescheduled, but we are proceeding with plans for our 1994 hare scrambles events. If the zoning problems aren't resolved, then we will seek an alternative site. Thanks to all who have supported our hare scrambles events and we'll see you in '94.

Ron Edlin, Secretary
Tri-State MC
Orange County, NY

Thanks, GFI

On November 6 at the White Bros. Vet race, my father, Bob Wells, was involved in a crash during practice. He was taken to the trauma center at Riverside (California) General Hospital where he was diagnosed with severe trauma to the brain. He was in a coma for five days. On Thursday, November 11, he responded for the first time. He is now in recovery and it will be quite awhile before he is back to his old self.

I just want to thank Linda of GFI Racing for her help in making sure his bike and truck were taken care of at the track, and also the emergency staff on hand at all GFI events. Without their help, my father might not have made it. I'd also like to thank my co-workers at Progressive Suspension for their compassion and understanding during this trying time. Thanks to everyone else I'm forgetting, and God bless.

Jeff Wells
Canyon Lake, CA

Proud privateers

When we began the 1993 racing season, the Undo team set an ultimate goal of winning the AMA Grand National Championship. Though we now hold the National title, we only achieved this feat with the combined help of a number of other privateers. We would like to recognize these riders who directly contributed to our 1993 success.

At the Springfield race in May, where Mike Hale and Rodney Farris finished second and third behind Ricky Graham, the privateers had their first good showing of 1993. Ricky moved into the point lead at Lima when Farris finished second and Chris Carr was third. Parkersburg proved to be a privateer's track with Kevin Atherton winning the June race and with Ricky coming in second. In Dallas, in August, when Atherton finished third behind Will Davis and Ricky, the Undo team took yet another step towards achieving their ultimate goal.

Steve Morehead's continuous good showing with podium finishes in Lake Odessa and Oklahoma City helped widen the points spread as the season progressed. Morehead, in a last-ditch effort on the back straightaway at Springfield in the fall, proved to be the spoiler. The title was clinched by his efforts. (Morehead reminds me of that Eveready Battery commercial where that rabbit just keeps going and going...The next time Morehead gets on the box, we want a teardown. We must see that Eveready Battery.)

We at Team Undo are proud to be part of the privateer mission. We know our team is only as good as all of the other privateers who helped make this effort a success. Of course we all know that Ted Boody, King of the Privateers, looked down and smiled that day at Springfield...Privateers on a mission. Mission accomplished.

Jim Landes
Team Undo

Protection

In the last issue of *Cycle News* an item in the "In the Wind" (Issue #44, November 10) referring to TPro Body Armor was inaccurate and deserves clarification. The item was submitted by BK Safety Products, misrepresenting itself as an authorized distributor of TPro Body Armor.

Our company, Sports Protection USA, Inc., owns the exclusive rights granted from our affiliated company, Sports Protection Limited (the manufacturer) for the product described in the article. The correct telephone number for TPro Body Armor is 916/988-6170.

We apologize for any inconvenience that might have been experienced by your readers who relied upon the accuracy of the article.

Ken Wright
President, Sports Protection USA
Orangevale, CA

What if?

In reference to the article "Bug Man" by Joe Scalzo (Issue #44, November 10), Dick Mann and the writer should thank the AMA and the Competition Congress for letting Mann win the championship. Thanks to the scoring system used in 1963, Mann won the championship by the score of 114 to 113 for George Roeder.

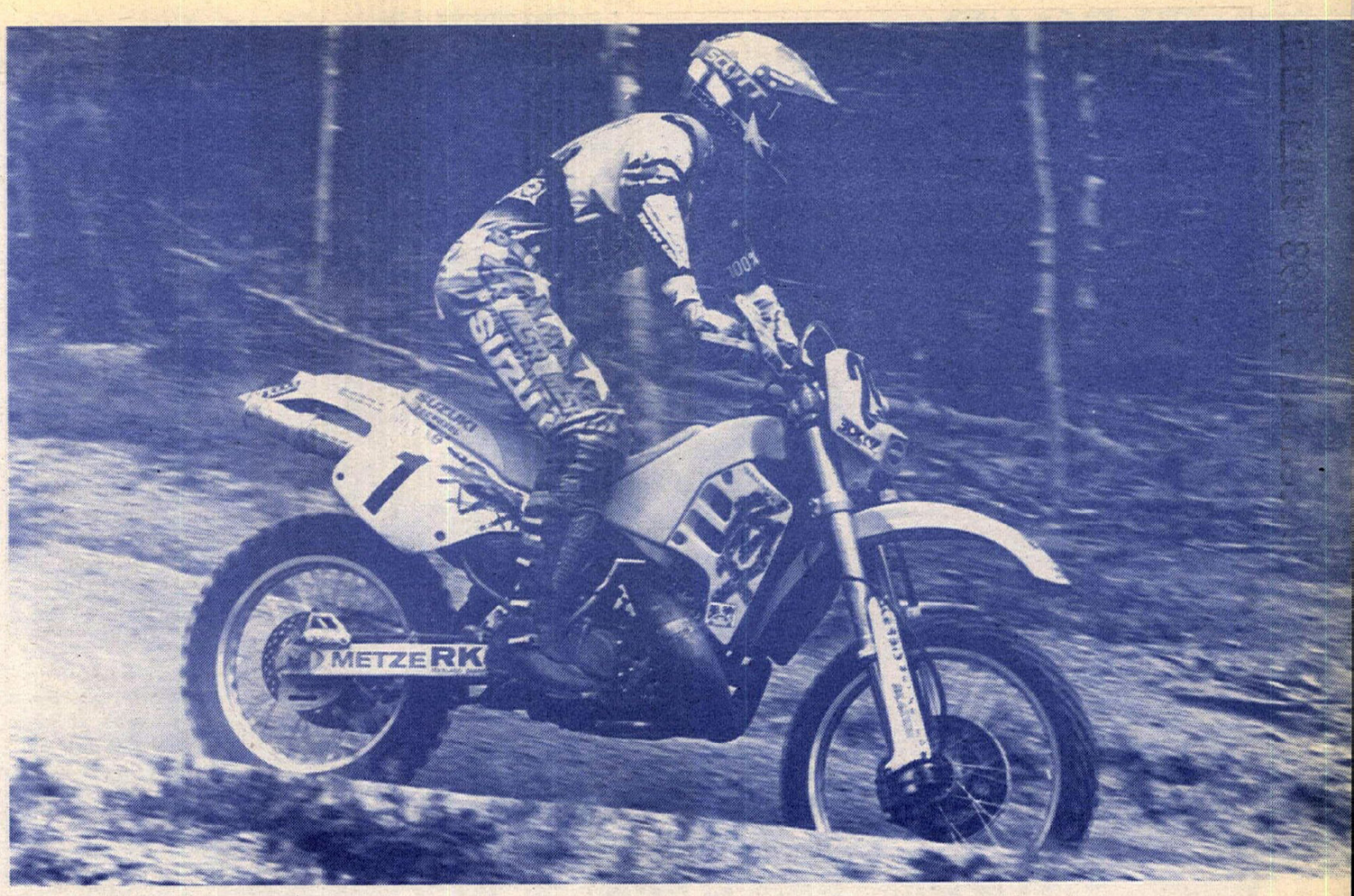
If the present-day scoring system was used, George Roeder would have won by a score of 119 to 97 for Mann. Roeder didn't ride for the factory - he rode for Ralph Berndt. He was just as much a privateer as Dick Mann.

I had a lot of respect for Mann, but to win the Ascot 50-lap TT after being hurt that bad - I wonder what kind of magic potion they gave him to ride that well. In addition, if you foreign bike lovers don't like the AMA rules, why don't you take your toys and play in your own backyard?

Jim Gravenhorst
Monroeville, OH

And if frogs had wings...Editor.

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498 or faxed to 310/427-6685. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.



Hawkins has a better on-time record than most *airlines*.

Astride the **Suzuki** RMX 250, **Randy Hawkins** made his way from the mud-slicked course of the Delaware Enduro straight to the victory stand to claim the **1993 AMA National Enduro Championship.**

But he wasn't alone up there. His teammate, **Steve Hatch**, took second overall in the series, as well as overall wins in **three events**.

It seems, in fact, that **Team Suzuki** is carving its name in the dirt all across the country, on the bike ***Dirt Rider**** magazine named **1993 Motorcycle of the Year**. During the AMA National Reliability trials series, **RMX 250**-mounted rider Steve **Hatch** took second place, with **Rodney Smith** capturing the **championship**.

Maybe **it's time** we thought about instituting a **frequent flyer** program.

SUZUKI®

At Suzuki, we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Along with concerned conservationists everywhere, Suzuki urges you to "TREAD LIGHTLY" on public and private land. Preserve your future riding opportunities by showing respect for the environment, local laws and the rights of others when you ride. Professional rider pictured. *Copyright DIRT RIDER magazine, October 1993 issue.

OFF-ROAD SCORE International Off-road Series: Final Round

PHOTO BY TRACKSIDE PHOTO

Who else but Team Green at Baja *Mil*

By Chris Jonnum
Photos by Kinney Jones

MEXICALI, B.C., MEXICO, NOV. 12-13

It wouldn't exactly have taken a high roller to place a winning bet at the 26th running of the Tecate Beer/Score International Baja 1000, though odds makers wouldn't have given more than even money on such a wager. Coming into the event with five-consecutive wins, a support helicopter, a tractor-trailer, multiple box vans, countless pit crew members and a bullet-proof KX500 close to the one ridden by AMA 500cc National MX Champion Mike LaRocco, only a long-shot gambler would even think of betting against Kawasaki's Team Green. And if an incredible record and detailed preparation weren't enough, Kawasaki put together a talented trio of riders, headed by eight-time event winner and the undisputed "King of Baja" Larry Roeseler. Joining Roeseler were Danny Hamel, who had just wrapped up his third-straight National Hare & Hound Championship with an unprecedented "sweep" of the series, and Ty Davis, a former 125cc Supercross Champion and the "Top American" at the recent Dutch Six Days.

Team Green lived up to all the expectations, securing the overall lead soon after leaving the Mexicali start/finish area and staying up front for the remainder of the 762.4-mile race.

"My riding part went okay, but it was a long day," said Roeseler at the finish line. "In terms of toughness, it was right up there. This is the most (bike) parts we've ever gone through. I don't know how many wheels we went through; maybe four of five."

This marked the first time since 1972 that the infamous race started in Mexicali, and the first time ever that it finished there. Organizers decided to move the start from the traditional location of Ensenada when they encountered resistance on the part of city officials and residents. The move east was rewarded with a huge and enthusiastic crowd, and most racers seemed happy with the change.

"There was a lot of effort put forth," said Adolfo Yee Chek-ng, president of the convention and tourist bureau in Mexicali. "I wouldn't call it a competition, but there was a contest between Ensenada and ourselves. There was very little time to get this going...but this race brings visitors for pre-runs, all the way up to the day after race day, and the exposure we get tells the story of our city to many more people."

"I think the crowds are much better over here," said Honda's Dan Ashcraft. "In Ensenada I think they want to see us crash or something. When we leave Ensenada there are 50 or more (booby) traps to run over. I only saw a couple here. The crowds seemed to be more into it."

After leaving Mexicali and heading south for a short distance on Highway 5, the course turned west and then south again to follow the eastern edge of Laguna Salada, a huge dry lake bed that held water before the Colorado River was damned up and used for irrigation in the U.S.. At the bottom of the laguna, the course began the long counter-clockwise San Felipe loop, its southern-most point being the Matomi Wash. The riders returned to the beginning of the lower loop by skirting Highway 5 near San Felipe, then circulated the circuit again before returning to Mexicali via the western edge of Laguna Salada. As usual, the bikes left the start at 6:00 a.m., well before the cars, but because the San Felipe loop was completed twice, car traffic would prove to be a problem for even the leaders.

The sun was barely beginning to rise as Hamel, the rider of record for Team Green's "A" squad and the fifth racer off the line, headed out of Tecate Depot and onto the highway. But Roeseler took over where the course turned off-road just seven miles later, and he had the big KX singing as he followed Laguna Salada south to the first checkpoint at Azufre Pass. Roeseler's stint continued through checkpoint two, where the course rejoined the highway at Agua Coyote, and he handed it back to Hamel just before checkpoint three at Oasis Road, approximately 100 miles into the race.

Honda's "A" team of Ashcraft, Dave Donatoni and Chuck Miller had started two bikes ahead of the Kawasaki, but they were already experiencing troubles and Roeseler had the overall lead when he arrived at Oasis.

"I had no problems," said Roeseler after his stint. "I was riding along and I started to smell oil. I kept going and I saw (Ashcraft) just cruising. He had oil all over his rear fender."

The Class 21 Suzuki RMX250-mounted team of Jeff Martinez, Darren Sanford and Davide Trolli was having their own troubles. "I only got about 20 miles off the start when the thing just locked up," said Sanford. "The crank broke. It happened at another race, but I thought it was a fluke - I guess not."

The break was even more depressing for Trolli, who had traveled all the way from his home in Italy only to have the bike quit before his first riding stint. The speedy Italian has been cursed by bad luck in North America. He had the overall lead in last August's seven-day Nevada Rally before getting lost on day six.

Second through the check was Kawasaki's "B" team of Scott Morris, Craig Smith and Dave Ondas, and the Kawasaki KLX650R four-stroke-mounted squad of Ted Hunnicutt, Paul Krause and Garth Sweetland was third. Next, on Honda's B team, was former motocross-er and runner-up in the Nevada Rally, Charles Halcomb, whose last try at Baja had come in 1986 on a Cagiva 125.

"It wasn't too bad, but look at my rear tire," said Halcomb, pointing at the totally knobless rubber that his crew had removed. "My back end kept wanting to come out on me in that lake bed, and the first 50 miles were really dusty. I didn't even know if I was going to be riding until about a week ago, when (Johnny) Campbell broke his collarbone pre-running. Honda called me and I came down and pre-ran my section four times, which should be more than enough."

Ashcraft came into the pits several minutes later, visibly upset. While Kawasaki puts their top teams aboard two-stroke KX500s, Honda has traditionally chosen to campaign Baja aboard XR600 thumpers. "Big Red" earned several wins in the early '80s, but they lacked the speed to seriously threaten Kawasaki's impressive push of the last several years. Honda countered by building highly modified XRs to go up against the big MX bikes, but has had trouble making the trick machines last over Mexico's long distances. Considering the fact that he has seen strong rides go for naught due to mechanical gremlins, Ashcraft was understandably frustrated when he arrived at the Honda pit, jumping off the bike and throwing his goggles to the ground.

"The thing wouldn't run right off the start," said Ashcraft as he limped to the box van, watching as a horde of Japanese mechanics swarmed over the bike. "It wouldn't even pull fourth gear on the pavement. I had no power, so I hit a washout and jammed my leg."

Ashcraft calmed down while his crew replaced what was reportedly a factory magneto gone bad, and he got back on the bike for the stint to the next checkpoint at Borrego, near Highway 3.

Davis took over the controls of the leading Kawasaki at the Borrego pit, but noticed a problem soon after. "I wasn't really nervous, but right after I got the bike I looked down and I saw water all over my boot. I thought, 'Oh no, I'm gonna get stuck with all the problems!' I stopped and got off, and I saw that the hose clamp was bad. I decided to use a zip tie, but I broke a bunch of them before I could get one snugged up. The other two Kawasakis got by me, but I got back on and passed them both and pulled about eight minutes."

Davis took the bike all the way to San Felipe, where he handed it back to Hamel. Hamel rode north through the El Chinero pit stop near the Highway 5 crossing; at that point he held a substantial lead of almost 20 minutes on the Morris/Smith/Ondas team. Morris' bike was beginning to suffer from a disintegrating air filter, which was passing dust and wreaking havoc on the Kawasaki's spark plug. The Team Green crew replaced the filter, but Morris quickly returned to the pit with the bike still hacking. The crew then replaced the spark plug as well. At the same time, Hunnicutt came thundering in aboard the KLX, holding down third place. The big thumper was in need of a new clutch, and directing the speedy 10-minute change of plates was none other than Roeseler.

"I got on the bike in San Felipe, and something felt wrong," said Hunnicutt. "I thought the clutch was slipping, but I don't know the bike, so I wasn't sure. It got worse and the bike started revving, and that's when I knew it was slipping. It was getting really bad coming in here - I don't think it would have made it to another pit."

After installing a new clutch, buttoning up the right side cover, and bolting on the foot peg and brake and kick-start

levers, Hunnicutt was back underway, though not before both Honda teams had passed him in the pits.

Before long, however, Donatoni came motoring back to El Chinero on Honda's "A" bike, which ground to a halt right in front of the Team Green truck. Donatoni pushed the wounded XR over to a truck team's pits, and the Honda van rolled up soon after. However, they soon discovered that the motor was too far gone for a quick repair.

"I got about a mile out and it just went, 'boom,' and the top end made a noise like there were marbles in it," said Donatoni. "I got off and looked at it, then turned around and came back. It just quit right here. It's a bummer, because we had made up a lot of time after Dan's problem."

At that point, Honda decided to move all of their "A" team riders over to the "B" squad, in order to salvage as high a finish as possible. Fortunately, they had planned ahead by signing all six riders up for both teams, so all were eligible to ride either bike.

Meanwhile, Kevin Foley was waiting in the El Chinero pits for his second stint aboard Team Green's Class 21 KX250, on which he was splitting riding duties with Danny Anderson, Aaron Huntington and Morris. This was the first off-road race ever for Foley, who is a top amateur motocrosser from Florida.

"I rode the morning section, and the bike wouldn't pull fifth gear," said Foley. "They put on a big huge flywheel at the last minute for the lights, and the tall gearing couldn't pull it."

Hamel turned the leading Kawasaki back over to Davis at Borrego, for the second lap around the San Felipe loop. This was when the top bikes got their first encounter with car traffic, and some riders had better luck with the four-wheelers than others.

"I've got to hand it to those drivers," said Miller, a two-time winner of the 1000. "I was kind of concerned before the race, but now I have nothing but respect for those guys. They'd move over for me, and I even raced with a couple, but it was clean racing. You bag a car and you really feel like you did something."

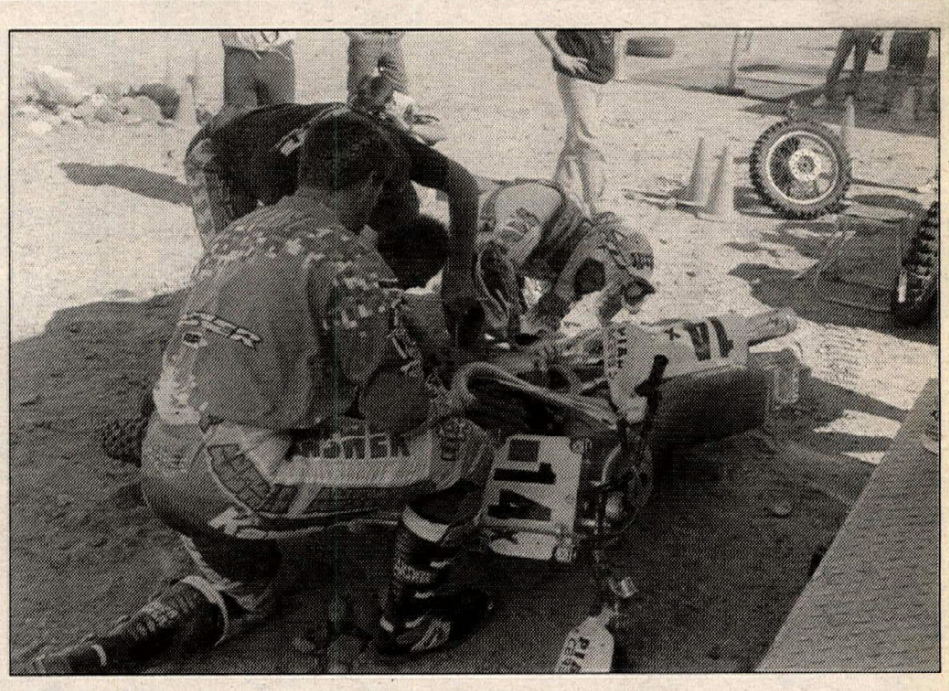
"I don't like being anywhere near those cars," said Morris, obviously less thrilled with the cars. "Some parts of the course were one-laned, and when I would come up behind a truck, it was hard to pass. A couple times another car would come up behind me; I was afraid they couldn't see me because of the dust, so I was looking back and waving my arms at them and stuff."

Davis was going strong and extending his team's lead, when he hit his second stumbling block of the day. "Everything was going bitchin'. I was passing cars left and right until I got to Matomi Wash. I went to gas it around a truck and the chain broke. Luckily, two guys (spectators Skip Crew and Don Simone) were right there on a KDX250. They gave me their chain and it fit perfectly. I was lucky. I owe those guys a lot."

"We were out there waiting for the first rider to come through," said Crew. "We saw the helicopter, so we knew Ty must be coming, but all of a sudden it stopped and was flying around in circles. We figured something was wrong, so we rode up there and found him. We gave him the chain, and it fit so good he didn't even have to adjust the wheel."

Davis got back underway after losing about 10 minutes, and he gave Hamel the bike at San Felipe with their healthy lead still intact. Until then, strong winds and blowing dust had been Mother Nature's primary weapons against the riders, but as night began to fall, so did the rain. Hamel got as far as El Chinero

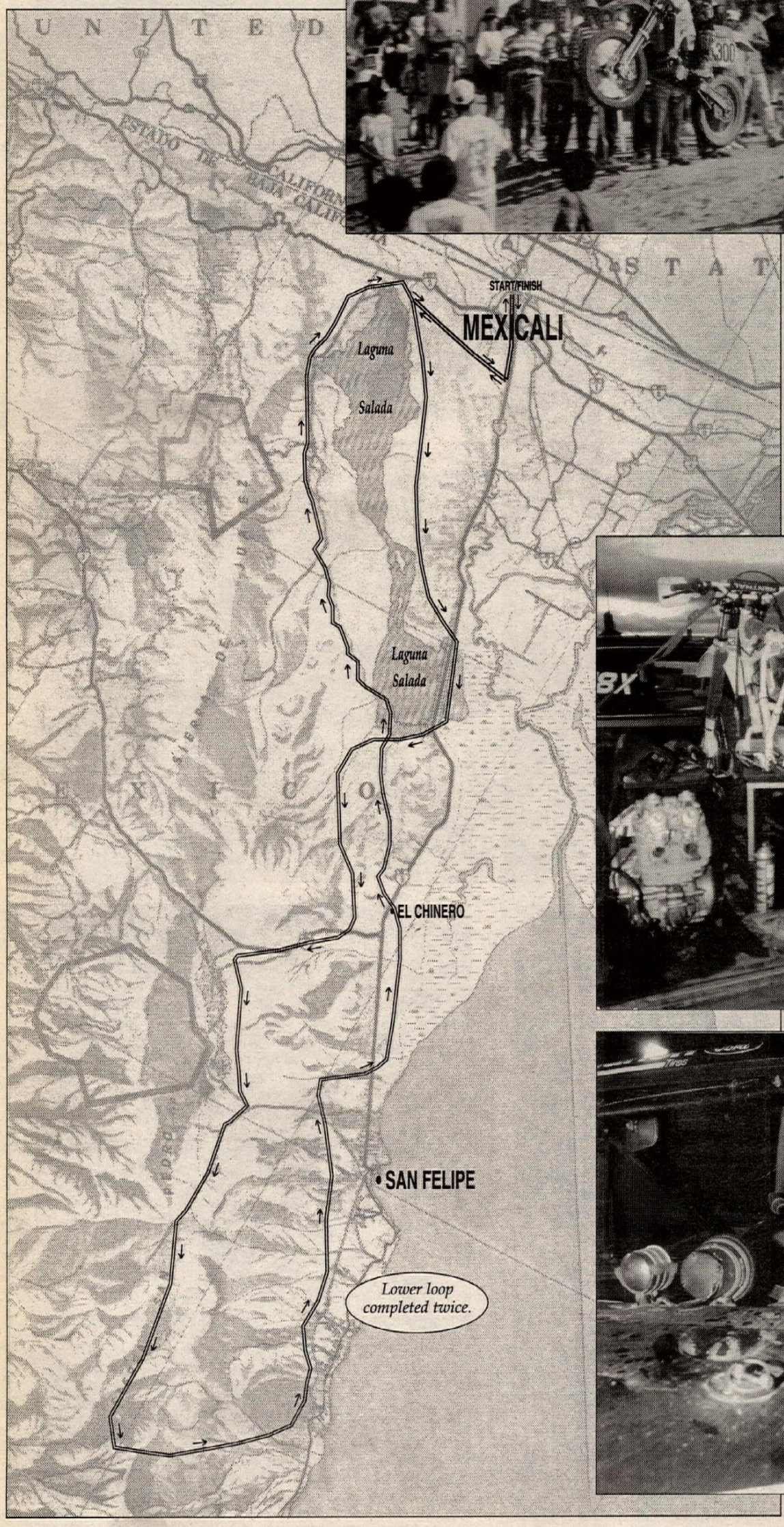
(Opposite page) Ty Davis leads Michael Coleman's Class 4 truck through Matomi Wash.
(Above) After their "A" team's bike expired, both Honda squads teamed up on the "B" team bike and finished second overall.
(Right) Paul Krause, Garth Sweetland and Ted Hunnicutt changed their KLX650's clutch on the way to a third-place finish.
(Below left) The John Flores/Bill McClintock/Tim Morton/Freddy Willert team came out on top in Class 21.
(Below right) While a dazed Danny Hamel refueled the winning KX500, Larry Roeseler made a repair to the broken subframe.

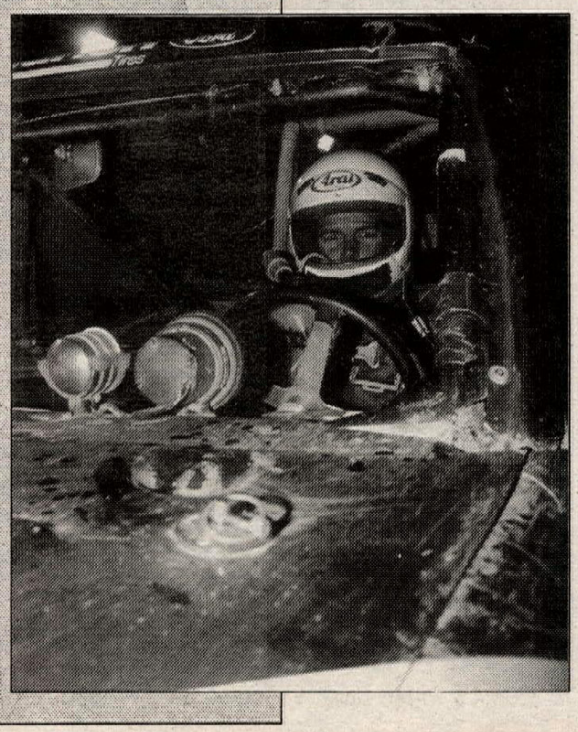


OFF-ROAD SCORE International Off-road Series: Final Round

before it was time to mount up the lights, which his pit crew quickly did before sending him on his way to the Oasis Road junction. Before he got there, however, near-disaster struck.

"I caught a car and was trying to pass in the dust when I hit a rock and went over the bars big time," said Hamel, who very rarely crashes. "I've never gone over the bars like that. I thought the race was over. I got knocked a little dingy and had double vision. The wind was knocked out of me and I had tire tracks on my helmet and back. I eventually found the bike, and it started on the first kick, but the light was bent down and the subframe was broken."





(Above) At the Zoo Road crossing, spectators got the chance to watch Rex Staten fly. He teamed with Earl Roberts and Dan Worley to win Class 30.
(Below) Baja is famous for being hard on bikes. (Bottom) Former National Hare & Hound Champion Dan Smith won Class 3 in a Ford truck.

Hamel limped into the next pit at Oasis, where Roeseler took over and started the ride to the finish.

"We didn't have a subframe at Oasis, so we hose-clamped a tire iron on and I rode to the next stop," said Roeseler. "We changed it there and we still had a good lead, so we took our time and checked things over. The pipe was broken and the airbox was melted, so exhaust was shooting in and making it run rich."

Honda's combined team had now worked their way up to second, thanks in part to a hard crash by Morris. The Hunnicutt/Krause/Sweetland KLX650 was fourth.

Roeseler arrived at the Tecate Depot, the actual finish of the race, at 9:01 p.m., then continued on to the ceremonial finish at Avenue de los Heroes, where a huge crowd of locals waited and cheered. The Team Green/Bel-Ray/NGK/Dunlop/Acerbis/Renthal/Tsubaki/Trick/Xtreme/Answer/Shoei/Bieffe/Oakley/Scott/Smith/Pro Circuit/Sidi/Alpinestars/Scott's/PIAA/LR Enterprises-sponsored KX500's time was 13 hours, 57 minutes, 23 seconds.

"This feels pretty good," said Davis of his first-ever Baja 1000 win. "I don't really notice it now, but it's quite an accomplishment. We had a couple scary moments, but we pulled it off again."

Ashcraft brought the American Honda/Yoko/AXO/Fox/Alpinestars/Bieffe/Bell/AGV/Smith/Scott/Acerbis/Dunlop/Santa Cruz Concepts/Fah-Q Racing-backed XR628 into the finish second overall and second in Class 22 (Open). The Ashcraft/Halcomb/Sanborn/Rutten/Donatoni/Miller team was 23 minutes off the pace of the winning Kawasaki.

"This happens to me all the time," said Ashcraft. "I never get a chance to race them head-to-head. We'll get them next time, though."

"That bike worked phenomenally," said Halcomb of the factory Honda. "I expected the suspension to be like a regular XR, but you could hit things doing a million and it wouldn't even flinch. We're pretty happy. Our goal was to beat Kawasaki's four-stroke, and then to be there if their top guys stubbed their toes. We can't complain."

Sweetland was the next rider in, securing third overall on the Hunnicutt/Krause/Sweetland KLX650. "I wanted a challenge, and the four-stroke is definitely a challenge," said Hunnicutt. "We're really happy with how we did, though. This is a brand-new bike for us, so we're still learning, but it worked good. It's nothing like winning, but I'm happy."

First in Class 30 (30+) and an impressive fourth overall was the Rex Staten/Earl Roberts/Dan Worley KX500. "We were third physically, but three seconds behind the lead when I took the bike over at Borrego," said Worley. "Rex got on and put a good lead on the field. We were fighting with the Kawasaki four-stroke and had a good race with it. Our bike ran well. It looks like we also won the class championship for the year."

Tim Morton, John Flores and Freddy Willert screamed their black and white Honda CR250 to fifth overall and first in Class 21 (250cc). "From the start, we basically put time on everybody," said Morton. "We had a good race with a

Yamaha team (Tex and Ronnie Mitchell) until one of their riders crashed. We had to change four rear tires because of flats and bald tires...I was supposed to pit for Flores at Puertocitos, but I got stuck in the truck getting there. When I finally arrived at Puertocitos, Flores had already been through about 25 minutes earlier. He had to ride 45 or 50 more miles through a section he had never seen before, and he had to run with the cars."

After running out of gas several times on the final section, the Morris/Ondas/Smith KX500 slippped back to sixth overall, and fourth in Class 22 (Open). "We had a 30-second lead on Hamel at Oasis, but Larry got us back," said Smith. "He had to make a long stop at Borrego and we put a two-minute physical lead on him. Ted Hunnicutt caught us back and since then, we've had nothing but problems. We ran out of gas at the wash after Cohabuzo Junction, and we went through one subframe, four air filters and five tires."

Earning the "tortoise and the hare" award were Dirt Rider magazine editor Mark Kariya, former motocrosser John DeSoto and Japanese magazine editor Susumu Morioka, who teamed up aboard a Kawasaki KLX250SR Japanese dual sport bike. The team took advantage of breakdowns on the part of some of their quicker competitors to nab a respectable third in Class 21 (250cc).

"I rode the first section, and as I was heading down the pavement, the other 250s were all blowing by me," said Kariya, who was limited to a 70 mph top speed (with a tail wind). "By the time we got to the dirt, the 125s were passing me, and pretty soon the quads started going by. I guess we just outlasted them."

Chris Haines and Bill Maxim put their Kawasaki KLX650R in the top spot in Class 40 (40+) and Al Perrett and Art More aced Class 50 (50+). The Robert Praytherr/Jimmy Lowe KX125 was the winner in Class 20 (125cc), with the CR125 of Dave Chase, Jason Ingersoll, Brent Farrell and Kevin Minster about an hour off the pace in second.

"We had a good time," said Chase, a former mechanic for Team Green and KTM. "It was pretty uneventful, but Kevin had a funny thing happen when he was crossing the Diablo lake bed the first time. He was tapped out, and all of a sudden Jimmy Lewis (an editor for Cycle World) pulled up alongside him on his beat-up old XT600. He was out there watching the race, and he decided to block the wind and let Kevin draft." CN

Unofficial Results

O/A: 1. Ty Davis/Danny Hamel/Larry Roeseler (Kaw); 2. Dan Ashcraft/Dave Donatoni/Charles Halcomb/Chuck Miller/Bob Rutten/Geoff Sanborn (Hon); 3. Ted Hunnicutt/Paul Krause/Garth Sweetland (Kaw); 4. Earl Roberts/Rex Staten/Dan Worley (Kaw); 5. John Flores/Tim Morton/Freddy Willert/Billy McClintock (Hon); 6. Scott Morris/Dave Ondas/Craig Smith (Kaw); 7. Danny Anderson/Kevin Foley/Aaron Huntington/Scott Morris (Kaw); 8. Craig Adams/Jeff Kaplan (Kaw); 9. Tod McKay/Brian Schmuckle (Kaw); 10. Isao Ida/Elizaburo Karasawa (Hon).

CLASS 20 (125cc): 1. Jimmy Lowe/Robert Praytherr (Kaw); 2. Dave Chase/Brent Farrell/Jason Ingersol (Hon).

CLASS 21 (250cc): 1. John Flores/Bill McClintock/Tim Morton/Freddy Willert (Hon); 2. Danny Anderson/Kevin Foley/Aaron Huntington/Scott Morris (Kaw); 3. John DeSoto/Mark Kariya/Susumu Morioka (Kaw); 4. Carlos Nafarrate/Antonio Rivas (Hon); 5. Jonny Johnston/Ted Orr (Kaw).

CLASS 22 (Open): 1. Ty Davis/Danny Hamel/Larry Roeseler (Kaw); 2. Dan Ashcraft/Dave Donatoni/Charles Halcomb/Chuck Miller/Bob Rutten/Geoff Sanborn (Hon); 3. Ted Hunnicutt/Paul Krause/Garth Sweetland (Kaw); 4. Scott Morris/Dave Ondas/Craig Smith (Kaw); 5. Mark Lamb/Charles Wallace (Hon).

CLASS 30 (30+): 1. Earl Roberts/Rex Staten/Dan Worley (Kaw); 2. Craig Adams/Jeff Kaplan (Kaw); 3. Tod McKay/Brian Schmuckle (Kaw); 4. Isao Ida/Elizaburo Karasawa (Hon); 5. Bernard Rigoni/Daniel Theric (Hon).

CLASS 40 (40+): 1. Chris Haines/Bill Maxim (Kaw); 2. Jimmy Birdwell/Donnie Evans (Hon); 3. Seiichi Hitomi/Susumi Ishii (Hon).

CLASS 50 (50+): 1. Art More/Al Perrett (Kaw).

The color of *dinero*

Team Green's Mark Johnson (far left) rarely interferes with the work of his pit crew, but he misses little as he observes carefully from a safe distance.

When Larry Roeseler piloted the number 1X Kawasaki KX500 across the finish line on Mexicali's Avenue de los Heroes, it marked the sixth year in a row that Team Green had won the prestigious Baja 1000. Some wonder what the reasons are behind Kawasaki's success. When it comes to winning races, money doesn't just talk - it screams, and Team Green spends enough of the green stuff in Baja that some think that's what inspired their name. But there is another reason for Kawasaki's success. Team Green's pit support, made up of a mixture of company employees and volunteers, is simply without equal among the other motorcycle teams.

Mark Johnson, 38, is the manager for Team Green, and the man responsible for Kawasaki's success in Mexico. It may sound like a nice job, but the pressure is enormous. When Kawasaki spends the money required for a professional effort, they expect a win, and Johnson is the one who answers if anyone not riding a green bike crosses the line first.

We were interested in finding out what it takes to win so consistently in such an unpredictable race, so we talked to Johnson after his team's record-setting sixth-straight win.

Was this win easy, or does it get harder to win Baja every year?

I thought it was supposed to get easier, but this year was the toughest one yet. Racing the four-stroke was a new challenge, but that went pretty well. We wanted to get it to the finish line in a competitive fashion, and I think we were successful in doing that.

We have a good base of riders, but there's always one or two new guys that have to be educated, at least with a system like ours. Also, winning is nice, but one of our big pushes is to provide pit support to everyone on a Kawasaki, and that part just keeps getting bigger and bigger. Nearly everyone seemed to think that this was one of the toughest courses ever, which just makes it that much harder.

How did this win compare to past victories?

The first one is always the sweetest, and last year was tough to beat, going all the way down to La Paz, but it definitely feels good to stay on top. Honda put in a really good effort. They have a lot of good riders and their bikes are getting more reliable, so you can never count them out. They're getting stronger every year.

Were you satisfied with the team's effort, or are there areas that can be improved?

Realistically, everything went about as good as you can expect. It went real smooth, but even we had our fair share of problems. I figure we had a legitimate 35 minutes of down time, which I guess was less than everyone else, but you still want to eliminate it. That's what keeps us pushing, to try and improve our effort every year, and get everything running as smooth as possible. We always have to talk to the riders and get them to tone down a little. It's not a sprint race, but they always want to go 100 percent.

What makes Team Green so tough to beat?

That's a tough one. We have a lot of people who try really hard down here. The riders have a lot of experience and they know what it takes to win, and our organization is just awesome. We fielded three teams this year, and they all were right up there. We had 17 people down here for the better part of three weeks. Larry's been racing Baja for 20 years and it seems like he'd be getting burned out, but he went over his sections 17 times, plus five times over some of the other sections. I try to go down there and work just as hard as everyone else, and I've got to credit our staff members and riders. Basically, I think we just want to win and we're willing to try as hard as we can to achieve that goal.

How much does the helicopter help, and how is it utilized?

Everyone likes to talk about the helicopter, but we won a lot of races before we had it. I think the main advantage is that it gives the riders a cushion of safety so they can try their hardest and not worry about getting hurt. It makes them feel better knowing we can have them in the States as soon as possible if they should fall off and get badly injured. The guys at Honda have a plane, which they were using long before we had a helicopter, and I think they use it for the same reasons. Another thing is that we use a lot of volunteers at our pits. I'm not allowed to lend outside assistance since I ride in the helicopter, but I can land at all the pits and the riders like it when they get to see a familiar face. It was hard trying to follow three teams with one helicopter, because when someone had down time we'd have to peel off.

What is the team's weak point, if any?

It's hard to say. There's always a weak link, but I honestly don't know what ours is right now. Nobody's perfect, and there's always room for improvement, so we're not going to stop striving for improvement.

One of our main things is to support all the amateur racers. That's very important to us and it's a necessary part of our effort, but sometimes it requires us to make different choices than if it was like a supercross team. We have to set up our pits in places that will work for everyone, where we could focus more effort on the top teams if we didn't have to support everyone. But it's important that we keep helping out the consumer, and we will continue to do that.

We want to keep improving, but our riders and technical assistance just can't be beat. Dave Pyle, who used to work with us before his family life forced him to move into the office, helped us out again this year, and he was great. Chris Haines, who has years of experience as a professional mechanic, helped us a lot with the four-stroke. James DeGaine was great at getting all the pits organized and getting all the logistics figured out. Our sponsors were all great and you couldn't ask for a better group of volunteers. We had about 140 people down here to help us out.

What went into preparing for this year's race?

We started getting ready for this year's 1000 the day after the 500. That's when we started getting serious about the four-stroke, and we've worked hard since then. We had a minimum of five people making a focused effort for about three months. A lot of people don't realize the work that's involved. We have to lay out all the pits and plan access into them all. We've got to coordinate all the spare parts for all the different bikes, including KX125s, 250s and 500s, as well as KDX200s and 250s and KLX250s and 650s. You need to have all the fueling equipment and all the lighting equipment figured out as well, so it's really a lot of work. Our people are the greatest though.

Were you satisfied with the KLX's performance?

Well, we obviously hoped to go 1-2, but given the small amount of down time we had I think we came pretty close to doing that. We were pretty successful and we learned a heck of a lot. It was a lot of work, but I'm lucky in that I've met a lot of people, and some of my friends really came through for us. We got a lot of support from Kawasaki, in both Japan and the States. Also, people like Penske Racing, Walker Motorsports and Toyota all got involved in the effort.

We hope to take what we learned and apply it to the future so that we can do even better.

What would you like to see Team Green achieve in the future?

I'd just like to continue the results we've had this year. You can't ask for much more than that without being selfish. We've been accused of being a big California desert club, but people don't realize we also do well in the east. Guys like Joey Hopkins, George Waller and Michael Lafferty are winning races and championships in the woods. Ty (Davis) was the top American rider in the Six Days, and we're going to get more involved in that next year, with it being in Oklahoma. I guess I'd just like to see us do well in Oklahoma this September. It's no secret that Larry will be slowing down in a couple of years, and we need to work to try and fill that void, if that's possible. We've got a lot of good new young guys like Craig Smith and Dave Ondas. As far as long-term goes, I'd like to see the four-stroke get more competitive. We'd like to win the 1000 with a four-stroke, although I don't know when that will come about.

OFF-ROAD AMA Wiseco/Yamaha/Dunlop Grand National Cross Country Series: Final Round

Scott Summers scored the overall win in his final ride of the season with the number-one plate.

Summers era ends on a high note

By Davey Coombs
Photos by Jim Talkington

GREENVILLE, TN, NOV. 14

Team Honda's Scott Summers had one more chance to ride with the number one plate that he's carried for three-straight years, and the four-stroke pilot extraordinaire went out on a high note with the overall win at the Dallas Ricker Sports Complex. The 26-year-old Kentuckian out-paced Suzuki's Steve Hatch, the '93 AMA National Enduro vice-champion, and KTM factory rider Scott Plessinger, runner-up to Summers in the '93 AMA National Hare Scrambles Series.

"I'm happy to end this series with one more win, but it's not really the same as winning the war," said Summers, who also won the final hare scrambles national of the year. "I did the best I could this season with all the things that happened - injuries, bad luck, whatever. It felt great to win today but it doesn't make up for not winning the title for the fourth year in a row."

Yamaha rider Fred Andrews clinched the championship at the 11th round of the series in West Virginia and did not attend the final race in eastern Tennessee.

Rounding out the top five overall were Team Mirage's Tom Norton and Canadian Suzuki pilot Blair Sharpless. Finishing sixth overall of the day was local motocross hero Mike Brown, formerly a member of Team Peak/Pro Circuit Honda's 125cc supercross juggernaut.

Class winners included Sharpless in the 250cc A group, Yamaha-mounted Shawn Brell in the Open A class and Pennsylvanian Robert Bennett in the 200cc A division. Like Sharpless, Brell and Bennett both achieved top-10 overall scores en route to their respective class wins; Brell was a series-high eighth overall while Bennett directed his Kawasaki into the 10th overall position.

This was the cross country tour's second stop of the year at the track. The race was originally scheduled for mid-March, but was canceled when a freak weekend snowstorm (dubbed "the Blizzard of the Century" in this part of the United States) left the area under two feet of snow. The GNCC Series organizers decided to reschedule the race for the end of the year in hopes that inclement weather would not violate the race twice in one year. The move paid off, as the event was graced by a sunny and unseasonably warm November day. The course - tight and rocky for the most part - measured close to eight miles per lap; the race covered nine laps and lasted close to three hours.

To no one's surprise, Doug Blackwell, the Team Green-backed holeshot artist, captured the early lead as Summers, Plessinger, Hatch, Yamaha's Jan Hrehor and the rest of the Pro class competitors filled out the early chase group. Doug Jones, from Dalton, Georgia, was towards the front early but suffered a major endo when he caught a stump on one of the downhills. He dropped out of the race a short while later.

Brown, who will run number 92 in AMA pro motocross next year, was not used to the dead-engine starting procedure, in which riders sit quietly on the starting grid until the referee throws a green flag, signaling the start of the race. All day long, Brown was a contender on the entire track, and his highly-regarded MX skills made him the star of the motocross portion of each lap. But at the end of the first complete circuit, Brown was still back in fifth as Summers led Plessinger, Czech import Hrehor and Blackwell into the first scoring area.

"I took a different strategy into this race than I normally do," said the American Honda/Oakley/Bridgestone/Hondaline/Powerbar/Wiseco/Alpinestars/Specialized/Throttle Jockey/White Bros./Tsubaki/Camelbak/Arai/Answer-sponsored Summers. "I went all-out at the beginning rather than holding back until I needed to go faster. I found my rhythm early and just rode my own race after that."

Summers was also trying something different with his ever-reliable XR. "For the first time ever I decided to use a different motor than the stock one. I used a 599cc engine, which is over-bored to 78/1000. I wanted to test the motor in race conditions so that I will know in the future which type of engine will work best depending on traction and the layout of the course." Summers credited his mechanic Fred Bramblett and Forward Motion's Eric Gorr for getting the new motor together.

By the end of the second lap, which measured exactly 20 minutes on his mechanic's stopwatch, Summers was well in control of the race. Plessinger held second on the MSR/Duralube/Arai-backed KTM, while Brown made a push up into the third overall

Doug Blackwell chased runner-up Steve Hatch before fading and dropping out of the race.

position, just one second behind Plessinger at the barrels. For several laps Plessinger and Brown remained in close quarters, Plessinger using his off-road skills to excel in the woods while the 20-year-old Brown controlled the faster field and motocross sections on his Honda CR250. But even as Plessinger and Brown engaged in their personal duel, Blackwell, Hatch and Norton all stayed within striking distance.

Hrehor, third in the year-end cross country rankings, quit the race when he gambled and lost on the capacity of his fuel tank. While trying to make three laps without a gas stop, Hrehor hit empty about a mile from his pit crew. Athens Sport Cycle teammate Tim Shephard also ended his day prematurely when he snapped a chain one lap after Hrehor ran out of gas.

In fact, as the leaders checked in to complete the sixth lap close to the two-hour mark, Blackwell raced up to second with Hatch shadowing him for third. Plessinger was still within range as the fourth-fastest rider at the two-thirds mark, but Brown was starting to lose a little steam. By the end of the next lap Brown had slowed considerably, allowing second-place Hatch to build a cushion of nearly three minutes on him while he occupied the sixth overall position.

One of those "Sportsman of the Year" occurrences took place on the sixth lap when Plessinger got hopelessly entangled in some barbed wire along the trail. Hatch, seeing that Plessinger might be in danger, stopped to help his rival free himself from the fence. Blackwell also stopped to check the situation and then waited until Hatch re-entered the race before proceeding. Plessinger himself got back into the race before Norton and Brown could catch up.

"I know Joel and Fred Andrews pretty well and I've been keeping up on how Fred's been doing in the woods this year," said Brown, who had just returned from a supercross in Tokyo, where he finished third in the 125cc main event. "I wanted to come out and see how I might do against these guys. This might be the next thing I get into after another season or two of pro motocross and supercross."

Brown could be pleased with his sixth-overall effort. Before he became tired in the closing stages, a top-three overall finish was not out of the question.

Brown was fortunate to out-last at least one of the GNCC regulars. Blackwell seemed completely fatigued after two hours of close racing with Plessinger, Brown and the others. With two laps to go, he departed the race and called it a season as the fourth-ranked rider in the year-end standings.

Up front Summers was in a zone, finding the right lines and the right places to pass the backmarkers as he lapped them. He finally accepted the checkered flag as the overall winner with three and a half minutes to spare on Hatch. Plessinger was another two minutes back in third, crossing the finish line just one second ahead of a rapidly closing Tom Norton. Sharpless, the 250cc A class winner, rounded the out the top five overall ahead of Brown. CN

Results

O/A: 1. Scott Summers (Hon); 2. Steve Hatch (Suz); 3. Scott Plessinger (KTM); 4. Tom Norton (Kaw); 5. Blair Sharpless (Suz); 6. Mike Brown (Hon); 7. Brian Keegan (Yam); 8. Shawn Brell (Yam); 9. John Vincent (Yam); 10. Robert Bennett (Kaw); 11. Todd Morain (Yam); 12. Barry Hawk (Suz); 13. Jeffrey Hupp (Kaw); 14. Kevin Hull (Yam); 15. Curtis Bardonner (Yam); 16. Gregory Rzeplinski (Yam); 17. John Schaeffer (Hon); 18. Ron Palermo (Yam); 19. Jeff Goss (Suz); 20. Darryl Kuenzer (Yam).

Scott Plessinger rode to a strong third-overall finish, and placed sixth in the final point standings.

PRO: O/A. Scott Summers (Hon); 1. Steve Hatch (Suz); 2. Scott Plessinger (KTM); 3. Thomas Norton (Kaw); 4. Michael Brown (Hon): 5. Doug Blackwell (Kaw).

250 A: 1. Blair Sharpless (Suz); 2. Brian Keegan (Yam); 3. Todd Morain (Yam); 4. Jeff Goss (Suz); 5. Brian Hess (Kaw).

OPEN A: 1. Shawn Brell (Yam); 2. John Vincent (Yam); 3. Ron Palermo (Yam); 4. Carl Ennis (Yam); 5. Daniel Palermo (Yam).

200 A: 1. Robert Bennett (Kaw); 2. Curtis Bardonner (Yam); 3. Jeff Lauth (Kaw); 4. Daryl Conner (Kaw); 5. Steven Gordan (Kaw).

VET A: 1. Darryl Kuenzer (Yam); 2. Mike McCarren (Yam); 3. Wesley Miller (KTM); 4. Joel Baker (Yam).

40+ A: 1. Terry Mealer (Yam); 2. Ronnie Hale (Suz).

S/SR: 1. Harry Greenlee (Yam).

OPEN B: 1. Adam Karlski (Hon); 2. Neal Singleton (KTM); 3. David Gaitan (Hus); 4. Jess Conway (Hus); 5. Martin Sprecher (KTM).

250 B: 1. Jeffrey Hupp (Kaw); 2. Clint Bardonner (Yam); 3. James Rodgers (Yam); 4. Darius Lattea (Yam).

200 B: 1. Kelvin Hull (Yam); 2. Rob Thompson (Kaw); 3. Paul Chaney (Kaw); 4. Jared Smith (Kaw); 5. John Lenard (Hon).

4-STRK B: 1. Barry Hawk (Suz); 2. John Shaffer (Hon); 3. Daryl Gaitan (Hon); 4. Ralph Thorn (Hon); 5. Charles Dailey (Hon).

VET B: 1. Gregory Rzeplinski (Yam); 2. Steve Cooke (Yam); 3. Mark Allman (Kaw); 4. Darrell Harley (Hon); 5. John Strange (Suz).

SR B: 1. Butch Rose (KTM); 2. Tom Parfitt (Yam); 3. Robert Cox (KTM); 4. John Thompson (Hon); 5. Shelby Murray (Yam).

S/SR B: 1. Donald Harless (Yam); 2. Daniel Freeland (Hus); 3. Ted Shortridge (Kaw); 4. Gerald Cox (Hon); 5. David Sanders (Kaw).

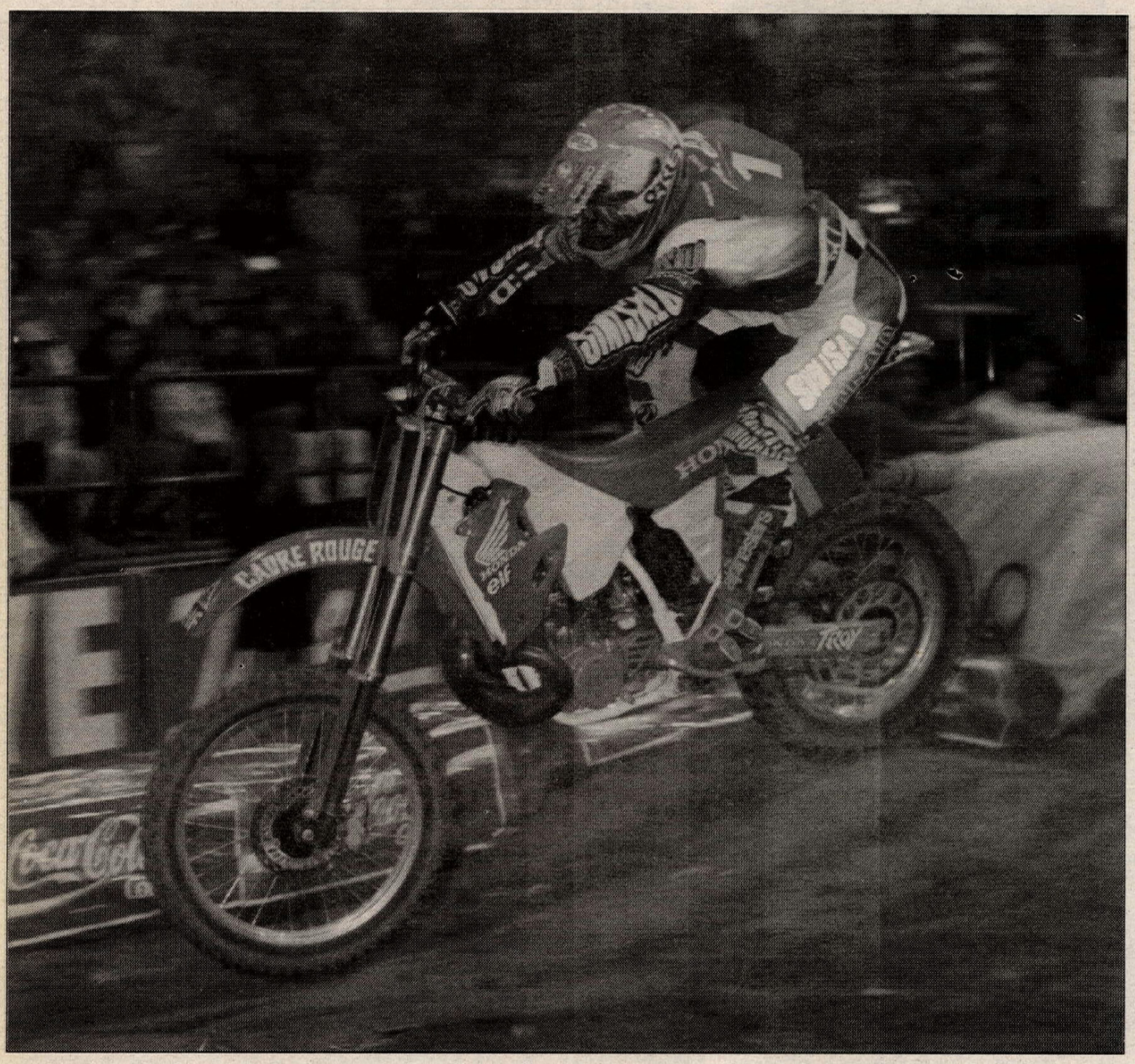
200 C: 1. Scott Fontaine (Kaw); 2. John Bennett (Suz); 3. Gregory Stallard (Suz); 4. Jeremy Hannah (Kaw); 5. Robert Moore (Suz).

250/OPEN C: 1. Tony Taraborrelli (Yam); 2. John McDonald; 3. Theodore Zak (Yam); 4. James Hayes (Hon); 5. Brian Moore (Kaw).

TRAIL: 1. Travis Rouse (Suz); 2. Michael Winslow (Yam); 3. Steve Strange (Hus); 4. Kenneth Lauer (Suz); 5. John Fisher (KTM).

AMA GRAND NATIONAL CROSS COUNTRY SERIES FINAL SERIES STANDINGS: 1. Fred Andrews (155/4); 2. Scott Summers (149/3); 3. Jan Hrehor (148/2); 4. Doug Blackwell (137); 5. Thomas Norton (126); 6. Scott Plessinger (101/3); 7. Tim Shephard (101); 8. Gene O'Nail (92); 9. Craig Jones (87); 10. Blair Sharpless (80); 11. Gary Roach (61); 12. Jeff Lauth (60); 13. Duane Conner (57); 14. Dwain Miller (56); 15. Brian Keegan (55); 16. Todd Morain (55); 17. Robert Bennett (50); 18. Daryl Conner (43); 19. Ron Palermo (40); 20. Jeff Murgel (37).

SUPERCROSS Paris Bercy SX



(Left) Jeremy McGrath arrived at Bercy and picked up where he left off in the United States at the end of the '93 Supercross Series. The newly crowned Supercross champ raced to all but one race win during the three days of competition.

McGrath shows 'em no mercy at Bercy

By Alex Hodgkinson

PARIS, FRANCE, NOV. 5-7

"I was the Prince of Bercy when I won the 125cc class two years ago. I hope I can be the King of Bercy this year," said Team Honda's Jeremy McGrath at the pre-race presentation on the third, and final, day of this year's Paris Bercy SX. And that is exactly what the reigning Camel Supercross champion achieved, despite defeat in two of his three races in the final evening of competition.

Regarded as one of the premier off-season supercrosses, the Paris Supercross, held in Bercy Stadium, pits riders against one another for three consecutive days of bar-banging action. The top 125cc rider is crowned "Prince of Bercy," while the title of "King" goes to the best 250cc rider.

McGrath had raced unbeaten through the first two days of competition to confirm his ranking as the world's best supercrosser, but on the third day his Honda teammate, Jeff Stanton, served notice that he plans on regaining his crown in 1994.

This year's French classic had a new race program in which the 125cc and 250cc riders raced not only amongst themselves, but against each other as well. The top-finishing riders from each class went on to compete in a combined 125 and 250cc Superfinal at the end of the evening.

The new format was not greeted with open arms by the US contingent. Yamaha mechanic Brian Lunnis was the first to voice his dipleasure, and stated before the start of the weekend's racing, "If my bosses at Yamaha had known that they were going to mix the 125s and 250s they wouldn't have let Mike Craig come. The diversity of performance over the big jumps makes it dangerous and the AMA season is not far off."

As it was, there were few direct confrontations as the 250s outdragged the smaller bikes along the long start straight.

The French had expected their latest star, Mikael Pichon, to clean up the 125cc class, but nervous tension got to the 17-year-old and he only won one moto (plus a class win in the Superfinal) throughout the three days.

Paris debutants Ryan Hughes and Honda of Troy/Enzo Racing rider Craig Decker shared the 125cc class wins. Kawasaki-mounted Hughes emulated McGrath's five moto wins in six starts, while consistency clinched the overall class win on day three for Decker.

Holeshot expert McGrath was actually beaten out of turn one in two out of three races on Friday, but still won. Larry Ward, who always rides above his normal form in the French arena, snatched the early lead in the first 250cc heat, but inevitably fell to McGrath and multi-champion Jeff Stanton in mid-race.

"It is only my second race on the Yamaha, so I feel good to have finished so close," said Ward, who held on to third.

Stanton could never close right up on his Honda teammate, and it was already clear that the Hondas had few rivals for the win at Bercy. Fourth-placed Jeff Matiasevich was nearly half a lap down at the flag.

The second 250cc qualifier was led by McGrath all the way, as Stanton had to fight his way past Mike Craig and Frederick Bolley. But in the big race which ended the evening, McGrath again had to come from behind. Stanton holeshot, but his younger rival slammed inside at the second turn and displayed his usual early pace to open up a lead. Stanton closed in late in the race, but it was too late to reverse the positions.

The main European challengers had failed to qualify for the race. Former 125cc World Champion Stefan Everts got taken down early in both qualifiers and in the last chance qualifier, while reigning 250cc World Champion Greg Albertyn experienced clutch problems and fell all on his own. Some acrimony was created between the 250cc GP rivals as the South African took out the Belgian in their first race.

"I didn't do it on purpose. Stefan had passed me and I was trying to get him back. I had the inside line and I didn't expect him to come across me. That's racing. If Stefan is sore at me, OK, but I don't need his mother, mechanic and entire family screaming at me," said Albertyn.

The duo clashed again in the LCQ when Albertyn fell into Everts' path after a collision with Guy Cooper.

Day two saw McGrath holeshot all of his races, each time pushing fellow-rapid-gater Bolley into the hay bales, but Stanton got closer than ever to beating his teammate.

The Michigan rider had settled for qualifying in the 250cc heats, but in the Superfinal he rode with a vengeance from a terrible start, which saw him complete the opening lap fifth. The 15-lap race was nearly halfway complete before Stanton cut inside Bolley for second at the end of the tunnel. Once into second, Stanton closed the gap on McGrath and put on a wonderful show as he pressured the leader. Time ran out, however, and Stanton was forced to settle for the runner-up position at the checkered flag.

"I felt a little tired and nervous tonight with the difference in time zones, but the reaction of the crowd as Jeff closed in woke me up," admitted McGrath on the rostrum.

Stanton was pure magic through the whoops, and each lap closed down the leader. But the obstacle was too short and narrow before the tight turn under the Dunlop Bridge for him to make a pass there. With a lap and a half to go, Stanton made his move at the end of the tunnel, slamming inside to nose in front of McGrath. Had it been a points-scoring race against anyone other than his teammate he would surely have won, but McGrath didn't back off and used his extra momentum from the outside line to squeeze through the narrow gap which Stanton left him next to the wall. Both riders were satisfied with their performances.

Ward got a stone hooked up in his rear brake, thus leaving Bolley to snatch third in only his second ride back from a virus infection, while Everts advanced to fifth from a poor start. Albertyn again failed to qualify after crashing each race, his best performance coming in the second qualifier when he fought through to second and was trying to close down McGrath when he fell victim to the whoops.

Kawasaki's Hughes had won the first 125cc race on Friday after rival Frederic Vialle crashed down field in the closing stages, but he then took three straight gate-to-flag wins in the class qualifiers, despite continual pressure from behind.

Home-country hero Pichon was under tremendous pressure to succeed and he went down early in both Friday qualifiers. The second race had to be rerun, however, after Buddy Antunez got his leg caught up in the rear wheel of Jimmy Gaddis' Kawasaki in the tunnel - it took nearly 15 minutes to free him by first cutting spokes to release the tension and then knocking out the axle. Antunez's leg was, remarkably, unbroken and he was able to make the restart.

This time, Pichon got away with Hughes, but the Californian withstood the pressure for 10 laps. Both races on Saturday were a similar story, though

Pichon only got to second late in the second race after Decker had provided the main opposition for most of the race.

The 125s were out-powered from the start in the Superfinals, as Hughes failed to win the class each day. Pichon battled 250-mounted Bolley to finish sixth overall on Friday.

Kawasaki's teen-sensation Robbie Reynard had looked very unhappy throughout Friday, as his borrowed bike continually failed to pick up power cleanly out of the turns, but he finally scored a significant - if lucky - win in Saturday's LCQ after falls plagued Tragter, Vialle and Gaddis.

A wonderful start in the Superfinal saw Reynard third on lap one and he was still holding fifth overall a few laps from the end until his right shoulder popped out in a fall. Hughes had been the only other 125cc rider to start well, and he had already gone down hard on the triple, so Vialle was left to win the class behind seven 250s after a last corner block pass on Pichon.

Sunday afternoon was turnaround day for the previously unbeaten McGrath and Hughes.

Hughes started badly in the opening race, then fell after reaching fourth and ultimately finished sixth as Pichon finally took a win from Decker. Hughes bounced back to run away with the second qualifier, while Pichon was strolling to the overall class win as he ran second, until a simple fall took him down three laps from the end. A grateful Decker could not dislodge Eric Kehoe from second, but third was enough to lead Hughes and Pichon by a point.

McGrath gated well from the unfavored outside line in his first heat, but was treated to the same tactics he had inflicted on Bolley the previous evening as rugged Frenchman Jerome Belval pushed him into the bales.

McGrath emerged fourth from the turn, but Stanton went under him in traffic. A lap later, McGrath unsuccessfully tried the same move, going down in the process and remounting 10th.

This was proving to be the best race of the weekend, as 100 yards later McGrath was eighth while the obstructive Belval took challenger Everts down, rather than letting him past.

Lap three saw more drama as Cooper and Cliff Palmer tangled in the whoops and neither Bolley nor McGrath could avoid them. Sixth place was the best that was left for the previously unbeaten McGrath, but Stanton still didn't win. Craig had headed the man from Michigan once already on Saturday, and showed fine form to notch a win aboard his factory Yamaha.

McGrath made no mistakes in his second ride, passing Craig early on. The Yamaha teamster looked good for the overall win as he could even have afforded the luxury of being passed by Stanton, but a simple fall dropped him down field and he did not race again.

The US contingent was looking fairly battered by now. In addition to Craig, Antunez and Reynard, Cooper had wrenched his right shoulder when he was thrown off in the tunnel and his Suzuki landed on top of him. Matiasevich was nursing his left ankle after catching it under the footrest, and Sunday practice had been stopped when Chad Pederson crashed in the tunnel.

Stanton had won the 250cc class overall on Sunday, but a race win still eluded him as 16 riders lined up for the final 15-lapper.

Stanton gated second, with McGrath in front of him. Stanton was not to be denied, however. During lap two through the series of jumps by the finish, Stanton lined up the leader and rode McGrath high into the bales in the turn at the end. McGrath tried to retaliate on the next lap and put in another charge after 10 laps, but all to no avail. Stanton had his win, and it had come with a pass - showing that he will once again be a candidate for the blue and yellow plate in '94.

Ward was a fairly close third and Albertyn finally stayed on his bike to register a fourth. Hughes led the 125s for almost all the race following an early fall by Decker. CN

(Above) Jeff Matiasvich (21), Larry Ward (9), Jeff Stanton (5), McGrath (1) and Stefan Everts (11) blast off the line. (Right) Former Supercross Champion Jeff Stanton was the only rider to defeat McGrath, doing so on the final day. (Below right) American rookie Craig Decker raced to consistent finishes in the 125cc class all weekend. Decker won on day three.

Results

FRIDAY

250: 1. Jeremy McGrath (Hon) 1-1; 2. Jeff Stanton (Hon) 2-2; 3. Larry Ward (Yam) 3-3; 4. Mike Craig (Yam) 7-5; 5. Frederic Bolley (Yam) 5-7; 6. Jeff Matiasevich (Suz) 4-11; 7. Guy Cooper (Suz) 8-6; 8. Yann Guedard (Kaw) 6-9; 9. Larry Brooks (Yam) 9-8; 10. Stefan Everts (Suz) 15-4; 11. Yannig Kervella (Kaw) 10-12; 12. Cliff Palmer (KTM) 14-10; 13. Christian Chaumard (Hus) 12-13; 14. Greg Albertyn (Hon) 11-15; 15. Daniel Obelisco (Hon) 13-14.

125: 1. Ryan Hughes (Kaw) 1-1; 2. Mikael Pichon (Hon) 4-2; 3. Craig Decker (Hon) 3-4; 4. Frederic Vialle (Kaw) 5-3; 5. Alessio Chiodi (Hon) 2-7; 6. Phil Lawrence (Suz) 6-5; 7. Robbie Reynard (Kaw) 8-6; 8. Buddy Antunez (Hon) 7-13; 9. Pedro Tragter (Suz 1) 2-8; 10. Thierry Bethys (Yam) 11-9; 11. Chad Pederson (Yam) 9-11; 12. Eric Kehoe (Hon) 10-10; 13. Mikael Maschio (Yam) 13-12; 14. Jimmy Gaddis (Kaw) 14-14; 15. Cyril Porte (Hon) 15-15.

S/FINAL: 1. McGrath; 2. Stanton; 3. Ward; 4. Craig; 5. Guedard; 6. Pichon; 7. Bolley; 8. Hughes; 9. Chiodi; 10. Matiasevich; 11. Decker; 12. Tragter; 13. Cooper; 14. Vialle; 15. Lawrence.

SATURDAY

250: 1. McGrath, 1-1; 2. Stanton, 2-3: 3. Craig, 10-2; 4. Everts, 6-4: 5. Bolley, 3-13; 6. Jerome Belval (Yam) 9-6; 7. Palmer, 8-7; 8. Albertyn, 12-5; 9. Guedard, 4-15; 10. Cooper, 5-14; 11. Gregory Riaux (Kaw) 11-11; 12. Larry Brooks (Yam) 7-16; 13. Obelisco, 13-10; 14. Matiasevich, 16-8; 15. Kervella, 15-9; 16. Ward, 14-12.

125: 1. Hughes, 1-1; 2. Pichon, 2-2; 3. Decker, 3-3; 4. Bethys, 6-5; 5. Chiodi, 5-6; 6. Tragter, 4-9; 7. Pederson, 7-8; 8. Reynard, 15-4; 9. Gaddis, 8-10; 10. Vialle, 12-7; 11. Kehoe, 10-11; 12. Lawrence, 9-16; 13. Maschio, 11-14; 14. Porte, 13-12; 15. Antunez, 14-13; 16. Bruno Guyard, 16-15.

S/FINAL: 1. McGrath; 2. Stanton; 3. Bolley; 4. Guedard; 5. Everts; 6. Craig; 7. Palmer; 8. Vialle; 9. Pichon; 10. Decker; 11. Chiodi; 12. Bethys; 13. Hughes; 14. Ward; 15. Reynard.

SUNDAY

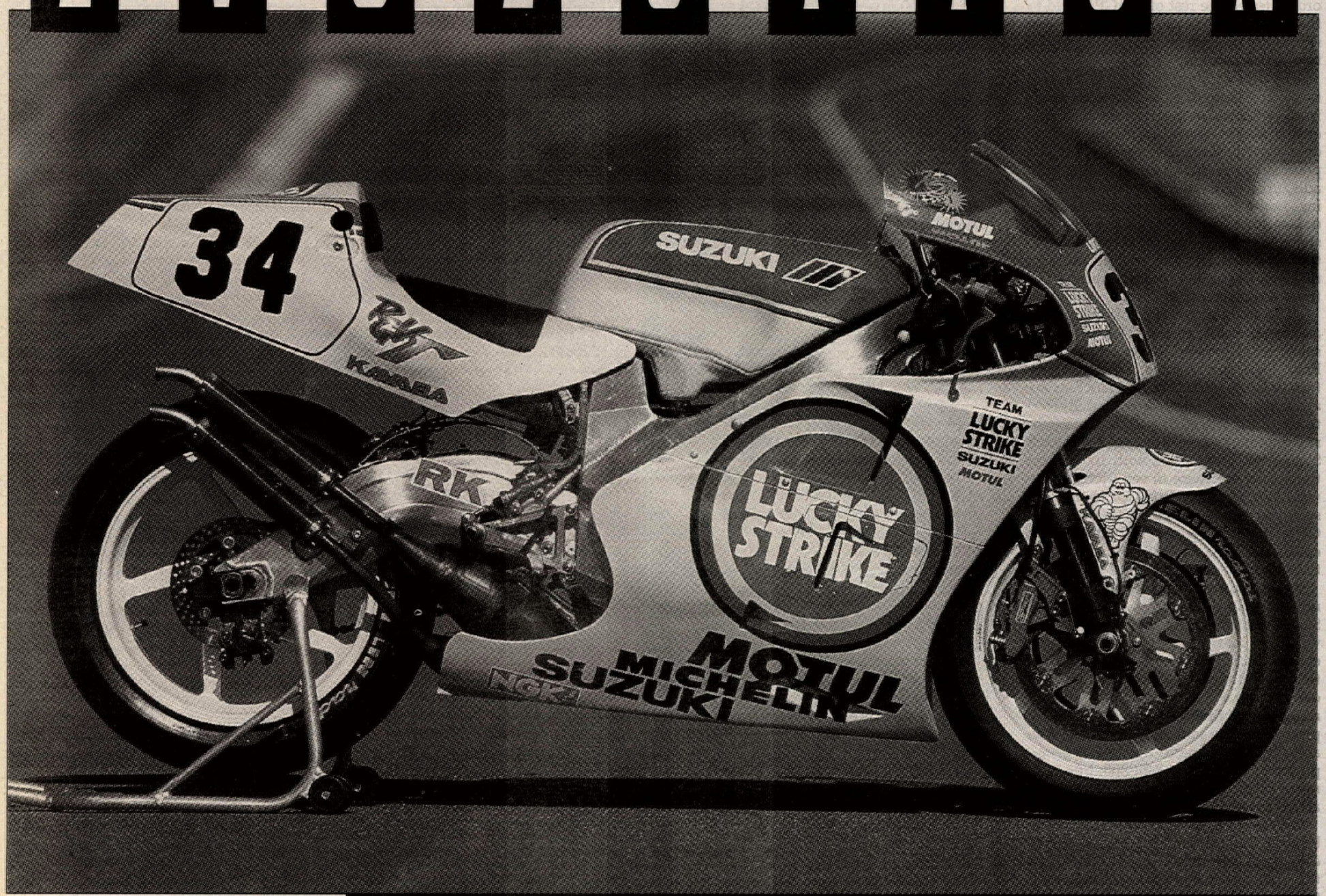
250: 1. Stanton, 2-2; 2. McGrath, 6-1; 3. Guedard, 4-3; 4. Craig, 1-9; 5. Albertyn, 3-5; 6. Ward, 5-6; 7. Brooks, 9-7; 8. Matiasevich, 7-10; 9. Everts, 15-4; 10. Palmer, 11-8; 11. Darryl Atkins (Hon) 10-13; 12. Obelisco, 8-17; 13. Cooper, 13-12; 14. Chaumard, 12-14; 15. Bolley, 16-11.

125: 1 Decker, 2-3; 2. Hughes, 5-1; 3. Pichon, 1-5; 4. Chiodi, 3-4; 5. Kehoe, 14-2; 6. Gaddis, 7-6; 7. Pederson, 9-7; 8. Antunez, 8-9; 9. Lawrence, 4-15; 10. Tragter, 10-8; 11. Valle, 6-14, 12. Guyard, 11-10; 13. Sebastian Carrico (Kaw) 13-11; 14. David Vuillemin (Kaw) 16-12; 15. Bethys, 12-16.

S/FINAL: 1. Stanton; 2. McGrath; 3. Ward; 4. Albertyn; 5. Guedard; 6. Everts; 7. Hughes; 8. Pichon; 9. Decker; 10. Vialle; 11. Palmer; 12. Gaddis; 13. Kehoe; 14. Pederson; 15. Bolley; 16. Chiodi.

RACER TEST Kevin Schwantz's Suzuki RGV500

EVOLUTION



...not revolution

By Alan Cathcart
Photos by Emilio Jimenez

Well, he did it. After six long years of eventful pursuit of Grand Prix racing's ultimate honor, Kevin Schwantz has finally won the 500cc World Championship, a title that many of his numerous fans were beginning to question would ever be his. A decade after Suzuki last won the 500cc crown, with Franco Uncini back in 1982, the Japanese factory's small-but-dedicated race department, fronted by former works Suzuki GP rider Mitsuo Itoh, has defeated their Honda and Yamaha rivals to win road racing's most glittering prize. They did so with the latest XR79 version of their twin-crankshaft, crankcase reed-valve V-four racer, the RGV500.

As the chance to ride the Suzuki at one of the team's end-of-season sessions at Jerez in Spain proved, the bike that took Schwantz to four GP wins and the title in 1993 (and teammate Alex Barros to his first-ever GP victory, after two close misses earlier in his debut season with the Lucky Strike Suzuki team) is a recognizable development of its 1992 XR78 predecessor, which I rode just one year ago at the Suzuki test track at Ryuyu. It is perhaps closer to its forerunner than any previous Suzuki works 500 has been, since the factory announced its return to racing at the end of 1986 by unveiling the first of its V-four racers, the XR71, at the final GP of the year at Misano. Evolution, not revolution, made Schwantz World Champion at last. Though he's much too modest to admit it, the key to Kevin's crown was Suzuki's recruitment of Stuart Shenton as race engineer at the start of the 1993 season. A former Kawasaki (during the Ballington/Hansford era) and Honda GP technician, who had worked with HRC ever since the Freddie Spencer double 250/500cc World Championship season of 1985, Shenton understood the value of linear development of an existing design, rather than making sweeping changes from one year to the next, often without any side-by-side or back-to-back comparison.

This was, frankly, Suzuki's modus operandi: decide at the end of the season what improvements should be wrought on the bike for the following year, design a new bike around them, incorporating the latest and greatest from their component suppliers, and hope to get it finished in time for testing at least a month before the first GP of the season - in those days on home ground in Japan.

The fact that, more often than not, Schwantz succeeded in inflicting maximum embarrassment on Suzuki's bitter Honda rivals, by defeating the might of their factory team on their home ground at Suzuka, disguised the fact that this wasn't the ideal way to go about things - as Schwantz more than anyone came to realize.

The Texan especially wanted to do more off-season testing, to try to keep up momentum and evaluate various modifications in terms of a direct comparison with what was on the bike already, rather than throwing new stuff at it and hoping it would all work. This completely mirrored Shenton's own empirical philosophy and, to their credit, Suzuki's engineers went along with it and changed their development policy accordingly. The 1992/93 off-season was Shenton's first at Suzuki and it was a very different winter's work from what had gone on before, as he recalled for me in the Spanish sunshine at Jerez.

"We started our winter test program just two weeks after the final GP of the '92 season at Kyalami," Shenton said. "And ran it right through up to two weeks before the opening '93 round in Australia. Suzuki engineers told us it was the most comprehensive off-season test schedule the company had ever undertaken, and we did a lot of work in four main areas: power delivery, grip, the balance of the bike, and suspension - Kayaba did a huge amount of work with us, too. The result is that we started the season much better prepared than before, which allowed us to take the initiative and make the others worry about keeping up with us. But the reason we could do this is because we built on the strengths of last year's bike, and produced an improved version of it, rather than throwing it away and starting again with a clean piece of paper. For example, the chassis we started the season with was almost identical to the '92 bike, and the only update we had all season was a new one for Jerez which was the same as before, but had a greater range of adjustment."

Evolution, not revolution...

Same with the engine, too. The XR79 version of Suzuki's 70-degree V-four is closely based on the Big Bang XR78 which was introduced in May of 1992. Suzuki was the first of Honda's rivals to react to the Sound of Suzuka, when the first NR500 with a closed-up firing order alerted the rest of the GP world to the improved traction and increased rideability offered by the New Order of two-stroke race engineering.

The title-winning '93 engine is essentially unchanged, says Shenton, apart from switching to magnesium crankcases this season instead of the aluminium ones used before. This saves about 4.4 pounds in weight, allowing the team to add stiffness in other areas - better bearings in the swingarm pivot, for example, or an improved linkage for the rear shock - as well as making improvements that cost weight, like adding an electronic speed-shifter and smoothing out the shift linkage.

"Our main aim was to make the bike as user-friendly as possible," Shenton said, "with a power delivery that's more linear than progressive. Ideally, half a turn of the throttle should mean half the available power, at those revs, delivered to the back wheel. It's all a process of refinement we're aiming at, which Suzuki has gone along with 100%. And the results are there to see - look at the way Alex was able to adapt to the bike so quickly that he almost won the fourth GP on it here at Jerez, if he hadn't gotten overly enthusiastic with the checkered flag in sight."

A user-friendly works 500? - there's a novel thought. And yet...and yet, the Suzuki that put Schwantz on top of the world at last is, relatively speaking, exactly that. Out of the four works racers from four different factories that I've ridden in the past four weeks, the Suzuki is recognizably the most refined and complete, yet at the same time the most rideable. It doesn't have the raw top-end power of the Honda NSR500, but it's a more confident, easier-handling bike, and a better all-round package.

The Cagiva, which so greatly resembles the Suzuki, is close, but it isn't so easy to change direction with and, now that I've ridden both bikes, I know the Cagiva still lacks that vital edge in acceleration which I thought it might finally have obtained. And while the results obtained by Wayne Rainey and Luca Cadalora on the Yamahas speak for themselves, especially after their reputed handling problems were resolved by adopting a ROC chassis, the ROC-framed Big Bang works Yamaha I sampled didn't have the top end power and appetite for revs that the Suzuki has, even if it steered and handled just as well.

By a patient process of gradual development, the Lucky Strike team and Suzuki engineers have evolved the RGV500 into a bike that, in the form I rode it, and at my gentler pace, is a paragon of all-round excellence, a master of all trades, deficient in none. There were, obviously, occasions when the team struggled to find the right setup to enable Schwantz and Barros to wield their customary magic. But a bike that can win at tracks as diverse as Eastern Creek and Jarama at one extreme, and the Salzburgring at the other, with swoopy, sweeping Assen somewhere in the middle, not to mention its supremacy at twisty Jerez, where I sampled the RGV500 for myself, is a truly adaptable motorcycle - the Suzuki switch-hitter. Why you can even, honestly, imagine riding it on the street...so long as there's a German autobahn with no speed limits close at hand, to let you clear the plugs out at 186 mph-plus.

This is all the more ironic in view of the fact that, for internal reasons, Suzuki race team management had to pretend, back in 1986 when they announced their official return to the GP arena, that one of their objectives in doing so was to develop a race-bred successor to the RGB500 street rod, in turn derived from the RGV's square-four rotary-valve predecessor which was World Champion. After riding it, the thought of an RGV500 road rocket based on Kev's World Champion GP racer is not as far-fetched as you might imagine, and certainly more than a little tasty.

Do I exaggerate? Well, wind the throttle wide open in second gear exiting the last turn before the pits at Jerez, then feel the rear of the bike squat as the Michelin radial digs into the tarmac and listen to the deep, throaty growl of the Big Bang motor, whose four cylinders fire in diagonal pairs (left front with right rear, then vice versa) just under 90 degrees apart, leaving over 270 degrees of down time for the tire to get a grip on things and propel you without drama out of the turn and off down the straight at speeds you can only dream of. Watch the tach needle climb from under seven grand up to 13,600 rpm in a seamless, stepless, glitch-free mode - then tell me I exaggerate.

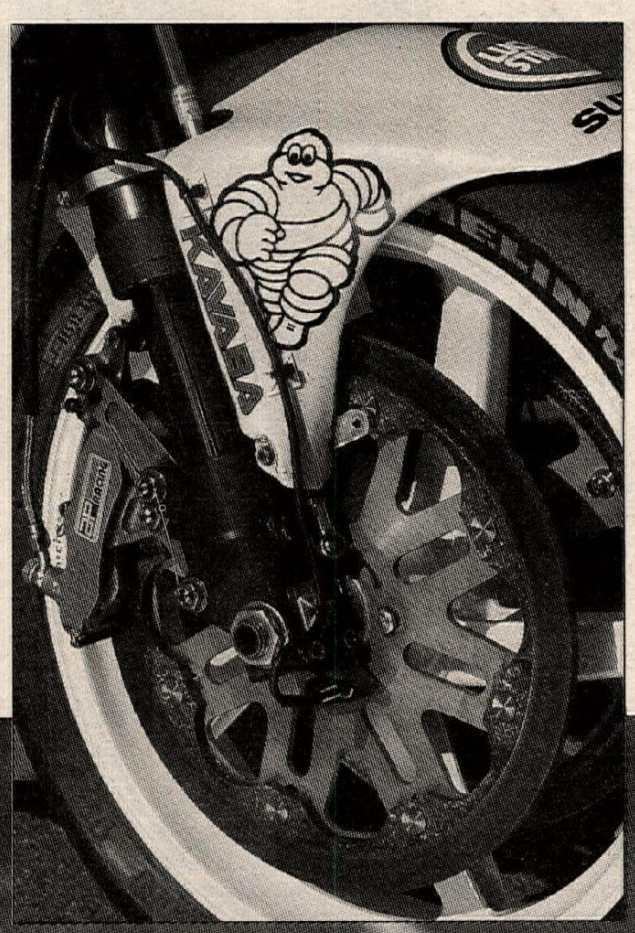
The Suzuki has a myriad of electronic systems to help make this possible, two of which are a single guillotine-type power valve in the 8-port (five transfer/three exhaust) cylinders, and a complimentary Power Chamber variable-dimension exhaust system, each with a separate motor but working in unison, electronically-controlled by an EPROM chip and according to the throttle position, ignition curve and gear selected. It's a mark of how refined the power delivery is that it's quite possible to tell when the power valve is wide open or the Power Chamber in full power mode - so smooth and linear is the transition, yet at the same time so strong and meaty the power output.

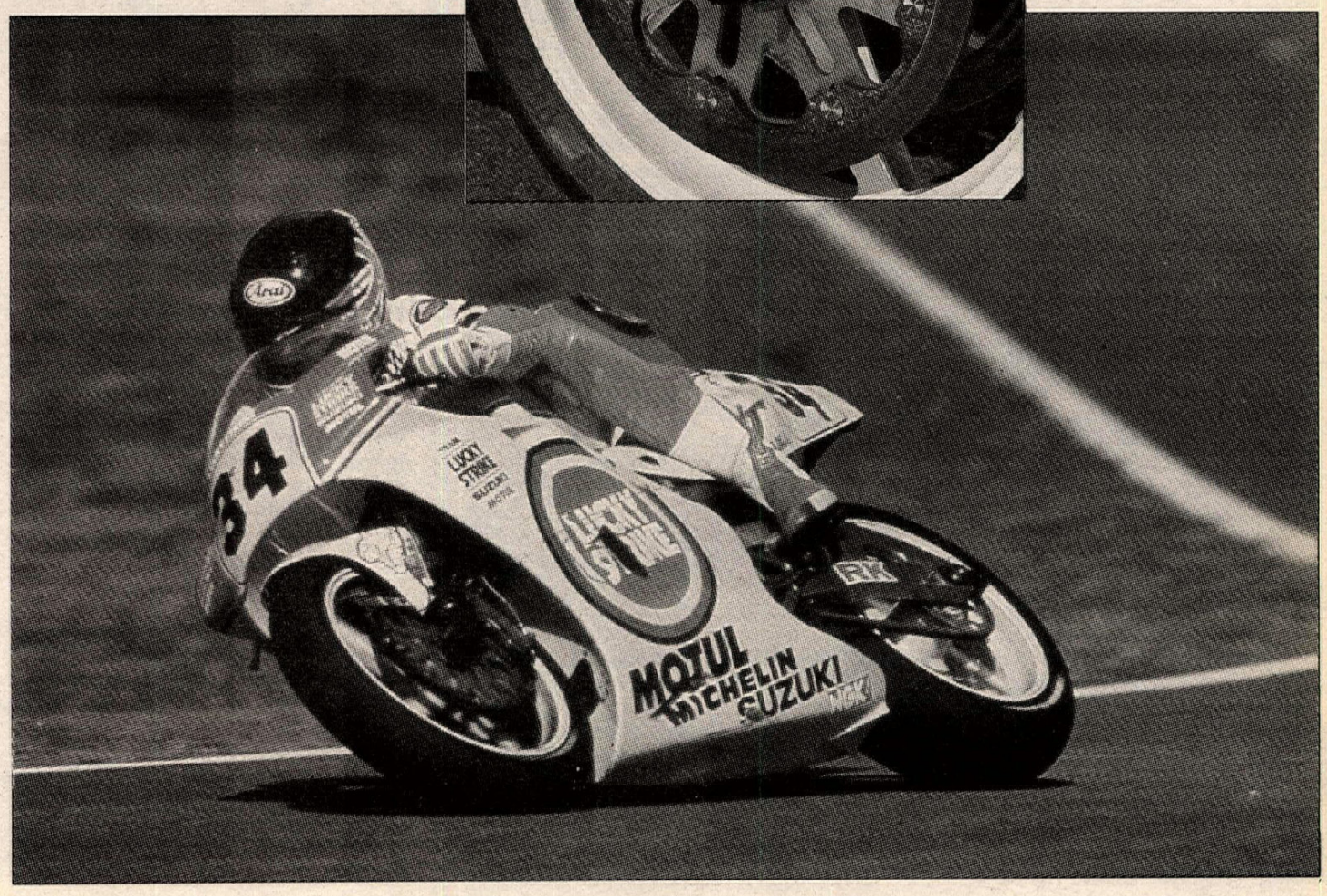
Suzuki started the year with two different engine specifications, one sharper and more hard-edged, the other smoother and easier to ride, with the same absolute top end. It's a mark of the effectiveness of Suzuki's work that both riders ended up using the more linear, more measured configuration for the last four or five races. After riding the result, you can figure out why: it's just simply more rideable, and that's as important to a Captain of the Universe like Schwantz as it is to a play-racer like me who's pretending he's king for a day.

"I usually come out of a turn at around 8500-9000 rpm," said a watching Alex Barros, "but the engine's so responsive low down, you can gas it wide open from as low as 6300 revs, and it still accelerates well. You're using too low a gear and too many revs out of the last turn here, which is why the bike's standing on the back wheel. You must be using bottom gear, which we never do here - we gear it to run just the top five gears at Jerez, and some other tracks too. There's such a wide power band, you can do this: I usually change up at about 13,000, but it'll run to 13,800 rpm before the power falls off, if you have to."

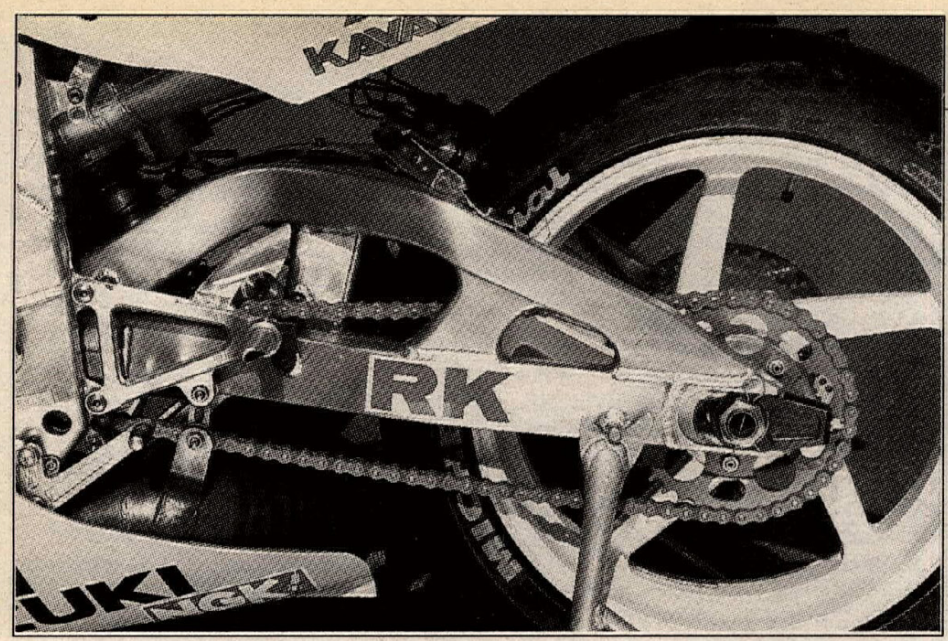
Taking Alex's advice and riding the torque curve out of turns proved this is the hot tip - but it still doesn't keep the front wheel on the ground all the time. The Suzuki is so potent and punchy, it'll wheelie in third gear quite happily. Though peak power of more than 165 bhp at the back wheel is delivered at 12,800 rpm, a few revs higher than last season, it would run almost 1000 rpm over that, as Alex predicted, if you needed to save a couple of gearchanges, like in the twisty section after the first turn. And with Suzuki's "pre-emptive traction control" in the bottom three gears - not true traction control like in F-1 car racing, where the system is triggered by the onset of wheelspin, but a different kind of rider-aid to stop it happening in the first place - allied to the benefits of Big Bang engine design, you can catapult yourself out of turns with a power that becomes addictive, all without the bike getting out of shape or the rear wheel going walkabout, even on the standard radials I was using. Of course, if your name is Kevin Schwantz, a touch of acrobatic ballet as you flick the back end back in line is all par for the course, but we're talking conventional human ability in my case, not the kind of superhero who rides at 101%-plus all the time.

The Suzuki "not-a-traction-control" system is another electronic system, which retards the ignition in the bottom three gears, depending on throttle position and engine rpm, and can be preprogrammed via an EPROM chip to deliver





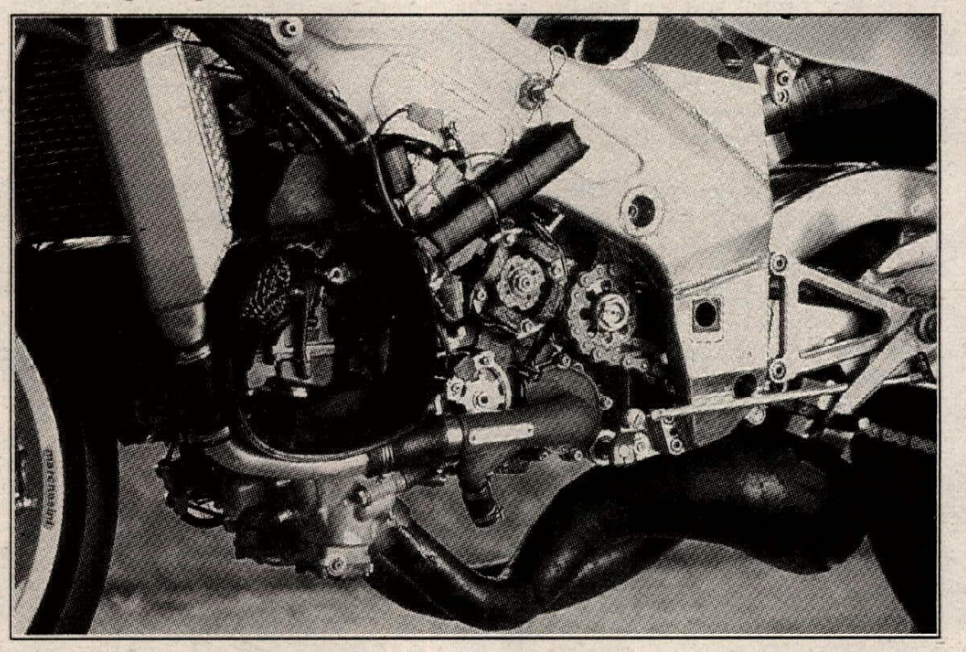
After six years of trying, Kevin Schwantz and Suzuki finally won the 500cc World Championship. (Below) Alan Cathcart was given the opportunity to ride the championship-winning RGV500 at Jerez in Spain. (Left) After complaining about the brakes on last year's bike, Cathcart came out of this year's test with a completely different impression of the AP carbon brakes, thanks to a more user-friendly grade of carbon/carbon. "The best I've ever sampled," Cathcart says.



variable engine characteristics, depending on these two parameters - all with the aim of maximizing traction and improving grip under acceleration out of turns. With all this computerization, it's almost a surprise to confirm that the Suzuki still runs the same 36mm Mikuni dual-body flat-slide carbs as before, rather than using electronic fuel injection like Honda is experimenting with - but even the Mikunis are tricked out, for these have *two* electronic powerjets, one for low engine speeds up to about five-figure revs, the other to give an extra dose of gas over that.

"EFI will come into its own next season, with the new low-lead, 102-octane fuel regulations," Shenton said. "We expect an 8-10% power loss, which fuel-injected bikes will find it much easier to compensate for, which is why Honda has invested the huge development costs and teams of manpower to get them where they are today with it. We first tested EFI with Wayne Gardner in Australia four years ago on an NSR500, and they're only now getting it right. But though we know Cagiva and Yamaha are also hard at work on EFI, it appears Suzuki isn't, because of the Japanese recession and the budget entailed. We may be able to learn from others' mistakes when we do start, but I hope it's sooner rather than later, otherwise we really risk being left behind."

(Above) The Suzuki uses a speed-shifter that compensates for wheelspin automatically. (Below) Suzuki wouldn't allow photos to be taken of the '93 engine -but it's nearly the same as the '92 powerplant shown here.



Another electronic rider-aid fitted for the first time this season is Suzuki's own speed-shifter, which is considerably more sophisticated than the CTS and other European systems used by Cagiva, Aprilia, etc. The Suzuki system not only delivers an extremely precise, positive change which is neither overly sensitive, so that you change gears without meaning to, nor so harsh you can feel it's not being kind to the gear cluster, it even works well if you short-shift wide-open, which the CTS, especially, doesn't like.

The Suzuki system is trick because not only does it have a different length of ignition cutout depending on the ratio about to be selected (this can also be easily varied via an EPROM chip fitted to the control box on the left of the tachometer - important for when you change internal ratios via the side-loading gearbox cluster), but it also compensates for wheelspin automatically. And it works really well. Only I have to admit that the Lucky Strike team's on-board telemetry system (developed by PI Research in Britain, the same company which supplies all IndyCar and some F-1 car teams with similar systems) told some home truths about my flat-shifting technique. The 12-channel system used for racing (monitoring rpm, front/rear suspension travel and wheel speed, exhaust valve position, Power Chamber position, water temp., cornering force - via an accelerometer pointing downwards - and most relevantly throttle position) showed that Alex Barros had the throttle wide open for 21% of his lap time on a dry track at Jerez, while I struggled to reach 10%. Well, there were a few damp patches when I was out there - hey, a man's got to have some sort of excuse!

The Suzuki's chassis is very similar to last year's XP78 design, but Shenton admits that they've experimented with engine position, mainly to improve the balance of the bike, as well as grip. The result feels more delicate to ride than the other 500s I've sampled this season, as well as being better-steering than the XR78 I rode last year in Japan. It feels like there's more weight on the front wheel compared to the '92 bike, which may be a function of how it was set up, or, more likely, that they've moved the engine forward a little in relation to the wheelbase.

The Suzuki definitely changes direction better than its rivals, and has very neutral steering - it doesn't tip suddenly into turns, nor understeer under power out of them. With the ultra-responsive engine and perfect carburetion, it's an easy bike to hold on line, and the Kayaba suspension was beyond criticism at the speeds I was riding at, on a smooth track like Jerez. This is a bike that inspires confidence, in spite of its awesome performance.

But where will they find space to fit the lights?

And the brakes? Well, last year I got myself into trouble by saying that the AP carbon brakes fitted to Schwantz's bike didn't work well - and they didn't, with either my hand on the lever, or Doug Chandler's, or anyone else's except the hardest braker in the world - Schwantz. The Lucky Strike team had fitted the bike I was riding with Barros-spec pads and discs, and I guess they proved a point: they work - very well. Even though my disc temperature was 170 degrees down on Alex's (380 degrees vs 550) because I thought I was squeezing hard but obviously not hard enough, the black brakes gave magical stopping power at the end of the straight, yet with lots of sensitivity if you just caress the lever lightly to cram off some unwanted speed on a long turn.

They do take a while to warm up, but once hot (or in my case, I guess, lukewarm) they stay hot, even without shrouds fitted on a 68-degree fall day, and deliver a constant lever pressure all the time, with no servo sensation on the lever as you squeeze hard to stop.

Okay, why such improvement? Firstly, the grade of carbon/carbon disc/pad combination used makes them more user-friendly for normal humans, but AP has also refined its superlative six-piston calipers hewn from solid metal, and fitted them with articulated pads which provide four leading edges per brake, rather than just two as before. Also, they employ a master cylinder which is adjustable for pressure, to deliver responsive-yet-total stopping power that is the best I've ever sampled. I wasn't paid to say that - honest! Just glad to set the record straight.

But that's not all. Though not yet raced on the bike, Suzuki was testing the latest version of AP's carbon clutch at Jerez, and left it on the bike when I rode it. This has been compulsory equipment in F-1 car racing for some time, and has been around the bike world since 1990. Since then it's been tested by Cagiva and the Roberts Yamaha team, as well as adopted by Steve Webster for sidecar racing.

Though more expensive than a conventional metal clutch, it's cheaper in the long run because it's more durable, as well as bulletproof (the more it slips when cold, the hotter it gets and the better it works), and much lighter: Suzuki was testing it for the first time at Jerez, and saved 2.2 pounds compared to its usual 19-plate design. The carbon clutch is a 7-plate design with a diaphragm spring like on a car clutch, and has to be warmed up properly, as I discovered when I was the first one to sample it. Trailing round slowly to warm up the tires wasn't enough to get it hot, so the first time I opened it up down the pit straight it slipped at peak revs. But once it was hot, it worked really well, with a light action and no grabbing off the line - as Barros confirmed with a succession of practice starts.

Interestingly, taking so much weight off the side of the engine doesn't affect the flywheel effect, nor in turn the torque or engine pickup, nor does the engine need to be rebalanced. The way ahead?

Black clutch or not, Schwantz and Suzuki will take some stopping in 1994, even without EFI on the horizon to help them get over the effects of the low-lead fuel to be used next season. They may need fuel injection in the long term, but for now the RGV500 is the class of the pack, a worthy World Champion whose patient evolution into a world-beating motorcycle is a credit to Suzuki and the Lucky Strike team. It is also unbelievably responsive and rewarding to ride.

Come on, Itoh-san - where's the road version? CN

Suzuki RGV500 SX79

Specifications

Engine ..... Watercooled 70-degree V-four crankcase reed-valve two-stroke, with twin contrarotating crankshafts, electronic power valve and electronically-controlled variable-dimension exhaust system
Dimensions ..... 56 x 50.7 mm
Capacity 499cc
Output ..... over 165 bhp at 12,800 rpm (at rear wheel)
Carburetion ..... 4 x 36mm dual-body Mikuni with electronic powerjets
Ignition ..... Nippondenso programmable electronic CDI
Gearbox ..... 6-speed extractable
Clutch ..... Multi-plate dry (9 friction/10 steel)
Chassis ..... Fabricated aluminium twin-spar frame with rear section machined from solid alloy billet
Suspension .....
Front: 43mm Kayaba inverted telescopic forks
Rear: Fabricated aluminium swingarm with rising-rate linkage and single Kayaba shock
Head angle ..... 23 degrees (+/-1 degree)
Trail ..... 89-104mm variable
Wheelbase 1400mm
Weight ..... 286 pounds with oil/water, less fuel tank
Weight distribution 53/47%
Brakes .....
Front: 2 x 320mm AP carbon brakes with six-piston AP calipers/four articulated pads and adjustable master cylinder
Rear: 1 x 210mm Suzuki steel disc with two-piston Nissin caliper
Wheels/tires .....
Front: (as tested) 12/60-17 Michelin on 3.50 in. Marchesini wheel
Rear: 18/67-17 Michelin on 6.00 in. Marchesini wheel
Top speed ..... 200.88 mph (Ryuyu)
Year of construction 1993
Owner ..... Suzuki Motor Corporation, Hamamatsu, Japan

TEAM GREEN REIGNS AS RIVALS RUN FOR THE BORDER.
NOVEMBER 14, 1993. THE COMPETITION GOT CUT OFF AT THE PASS AS KAWASAKI'S LARRY ROESELER, DANNY HAMEL AND TY DAVIS LOCKED UP TEAM GREEN'S SIXTH STRAIGHT BAJA 1000 WIN ON THEIR KX500. TED HUNNICUTT, PAUL KRAUSE AND GARTH SWEETLAND ALSO TOOK THIRD OVERALL ON THEIR KLX650R. PROVING THAT NOTHING'S SWIFTER THAN FRONTIER JUSTICE.
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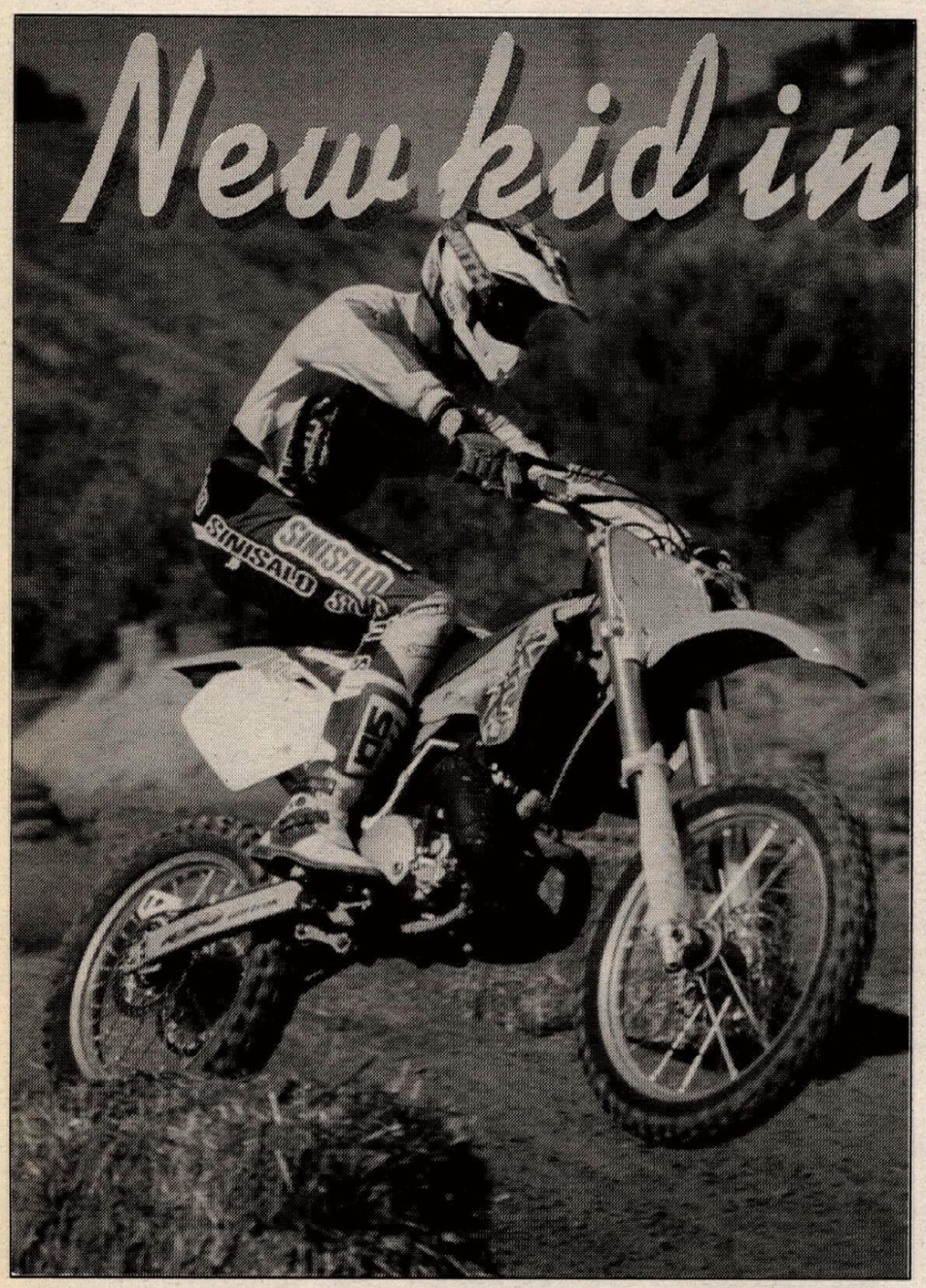
TEST 1994 Kawasaki KX250-K1



New kid in town

By Chris Jonnum
Photos by Donn Maeda

Every two years without fail, Kawasaki gives their KX125 and KX250 a total makeover, whether they need it or not. Even if the green machines happened to win every shootout the year before, you can bet they'll be revamped when the model year ends with an even number. Honda used to keep the same schedule with their CR250, but apparently even "Big Red" decided that updates would be enough for 1994. With the fresh batches of Honda, KTM, Suzuki and Yamaha MXers all looking quite familiar, the new Kawasaki is anything but "old hat," thanks to an all-new frame and bodywork. But while few would argue that the KX250's totally new look is pleasing to the eye, it doesn't necessarily follow that the changes will yield improvements in performance. More than once, manufacturers have turned competitive motorcycles into failures, simply to try and satisfy their marketing reports.

We at *Cycle News* fell in love with last year's KX250, so when we first got a photo of the new Kawie, our initial rush of excitement was followed by a feeling of paranoia. Had our old friend been replaced with a back-stabbing imposter, or would we like the new chum even better? Spending some time with the stranger was the only way to find out.

Is it as new as it looks?

A quick glance over the KX250's list of changes reveals that the bike has received more than just aesthetic updates. The engine's exhaust and transfer port shapes have been revised in an effort to boost low-end and midrange, and the exhaust port's duration was shortened by two degrees. The compression ratio is higher and the piston pin is now taper-bored, making it five grams lighter. To decrease the coolant's flow resistance, a single hose connects the radiators to the engine, replacing the '93's twin hoses. The transmission's input shaft is three millimeters larger in diameter, and the serrations on the change shaft are larger. In addition, the expensive NGK R6254E-9 spark plug was canned in favor of a standard B8EVX.

A new, lighter, injection-molded airbox incorporates the side panels and rear fender as walls, and the air is fed to a carb that features a different cutaway. Also, the engine-side rubber carburetor boot has a smaller cross-sectional area to increase airflow speed. After the fuel mixture is burned, it exits through a reshaped expansion chamber and a 50mm-shorter silencer.

The revised engine resides in Kawasaki's third version of their revolutionary perimeter frame, which still has yet to be imitated by another manufacturer. Steering head angle remains the same at 26 degrees, but the 57.6-inch wheelbase is a full inch shorter than in '93. Rounding out the changes to the more compact frame are a switch to hollow steel frame gussets, from the welded type of last year's model, and a steel subframe, which replaces the '93 model's aluminum unit.

The new swingarm has a hollow, cast-aluminum cross pipe and pivot area, while last year's bike had a casting that was welded to an extrusion. Larger, lighter-weight swingarm main tubes replace the dual box-section tubes of '93.

Kawasaki received nothing but praise for both their front and rear suspension last year, but they still decided to update both ends. Apparently they subscribe to the "if it ain't broke, fix it anyway" theory. The stellar fork retained the same spring rate and valving, but the outer tubes received a special coating to reduce initial harshness. The shock's compression damping valve got an increase in diameter from 14 to 18mm, the linkage ratio was altered and the spring rate was increased from 4.7 kg/mm to 4.9. Finally, works-type wrap-around fork guards replace the skinny protectors of last year.

While riders raved about the '93 KX's suspension, they lamented the brakes, which tended to get mushy over time. Kawasaki apparently tired of watching KX riders blowing through turns, as they gave the front master cylinder less free stroke and mounted up a more rigid caliper. Also, the new pads have a higher coefficient of friction. The plastic disc guard is no longer used. Out back, the master cylinder got a 1.3mm-larger piston diameter, while the caliper's piston diameter was decreased 3mm, to 27mm. Also, the brake hose is now a high-expansion unit.

In the ergonomics department, the KX250 got all-new plastic and a lower, dual-density urethane seat-foam block. The handlebars have a lower bend, as well as steel end-plugs to reduce vibration.

Another change worth mentioning is the number on the KX's price tag. Like all the other Japanese manufacturers, Kawasaki has been adversely affected by the declining yen, and the KX's $4949 MSRP is a full $600 higher than the '93 model. CN

Kawasaki KX250

Specifications

Suggested retail price	$4949
Engine	2-stroke, single-cylinder, liquid-cooled w/ power valve
Displacement	249cc
Bore x stroke	66.4 x 72.0 mm
Carburetion	Keihin PWK38
Induction	Cylinder reed valve
Ignition	Digital CDI
Transmission	5-speed
Frame	Perimeter w/ removable subframe
Front suspension	43mm inverted cartridge fork w/ 16-way compression & rebound damping adjustment
Rear suspension	Bottom-link Uni-Trak w/ adjustable preload & 16-way compression & rebound damping adjustment
Front wheel travel	12.2 in.
Rear wheel travel	13.0 in.
Front tire	Dunlop K490 80/100-21
Rear tire	Dunlop D737 110/90-19
Front/rear brakes	Disc, hydraulic
Fuel capacity	2.2 gal.
Claimed dry weight	212.7 lbs.
Seat height	37.6 in.
Wheelbase	57.5 in.

Opinions

Last year, without hesitation, I chose the Honda CR250 as the winner of our 250cc MX Shootout. Why? Because it handled fairly well, had the best brakes, and flat-out had the fastest, most-powerful motor of the bunch. But what about the KX250, you ask? Well, I rated the green machine second. The KX was the best-handling machine by far, but a smooth, electric power delivery left many of us with the impression that the KX was slow. Had the Kawasaki hit a little harder, I think I would have had a more difficult time picking my favorite 250 of the year.

Needless to say, I was anxious to throw a leg over the 1994 KX250. Had Kawasaki delivered the motor that so many longed for last year?

Yes, and then some.

The newest KX250 is fast. Power starts down low and explodes into an arm-jerking, eyeball-popping midrange punch that pulls fairly well into the upper part of the powerband. Is it as fast as a Honda? Yes and no. I'd say that the KX's midrange pull is greater then the red bike's, but way down low and up on top, the Kawi comes up a tad short in comparison to the CR.

The motor is fun to ride, though. Our first ride on the KX came at Shane Trittler's Castaic Supercross Park. On stadium-type obstacles, the KX was a blast to ride. The potent midrange burst of power sent us sailing up and over every obstacle with relative ease. I was convinced that the KX250 was the answer to my prayers - until we visited Glen Helen OHV Park.

On Glen Helen's fast, choppy straights, the KX caused my eyes to grow wide on more than a few occasions. The KX's new shorter wheelbase gives the bike an all-new feel. Gone is the long, stable motorcycle of the past, and in its place is what essentially feels like a green Honda. The new KX will carve an inside line with the best of them but, unfortunately, Kawasaki has paid the price in the stability department. While it isn't as nervous on fast, choppy straights as many of its competitors, the Kawasaki does tend to shake its head more than it has in the past. That, combined with the somewhat explosive powerband, can be a handful if you're not on your toes. Chris felt that the suspension was set up a bit too stiff, but I feel that the addition of even stiffer springs would help keep the bike from packing up on Glen Helen's fast straights.

But what about the rest of the bike? I love the bike's new styling. Besides looking trick, the new bodywork is slim and easy to maneuver on. Chris complained about the radiator shroud snagging his boot, but I think that normal-sized humans should have no such problem. The purple seat is a bit trendy, but hey, I'll be the first to admit that I'm about as trendy as they come.

The brakes are much better than they have been in the past. Last year's front brake reminded me of washing the dishes. Yes, they were that spongy. This year, however, Kawasaki has fitted the KX with a strong, yet progressive, set of binders. Kudos, Kawasaki.

Donn Maeda

Age: 25
Height/weight: 5'10"/160
Specialty: MX
Skill level: Intermediate

I liked our '93 KX250 test bike enough that when it came time to turn it back in to Kawasaki, I bought it instead. Throughout the year, I used my trusty KX for everything from motocross, to enduros, to desert races, to trail

riding, and loved every minute I spent on the bike (and there were plenty of minutes). Riding the quacker that much allowed me to become very familiar with both its quirks and its strong points, so I knew exactly what improvements I was hoping for in the '94 model, and I knew what areas I wanted left alone.

What sold me on last year's bike was its awesome suspension, roomy lay-out and strong midrange, though I'd have preferred more hit off the bottom. Things that I weren't so crazy about were mushy brakes and a long wheelbase that made the KX resistant to aggressive cornering.

Kawasaki must have been reading my mind when designing the '94 KX250, because they addressed each of the areas I felt needed help.

The new bike still has a very strong midrange, but it now has the bark off the bottom to match. It's still not quite as impressive as the Honda's hit, but it's not far off the mark. I just picked up a new FMF pipe that's supposed to boost the KX's basement, and I'm just itching to try it. Top-end overrun is improved over last year as well.

Kawasaki's brake refinements yielded a big improvement in stopping power, and the mushiness of last year is gone - hopefully forever. Again, Honda's stoppers are still a tad stronger, but the KX is close behind. We'll have to reserve final judgment until we've ridden the green machine for a couple more months, however, because the '93 brakes got worse over time.

The new frame and shorter wheel base have done wonders to improve the steering prowess of the new Kawie. Where last year's bike required a concentrated effort to do anything but rail the outside berm, the new KX will hug a tight line with ease. We performed some of our testing at Shane Trittler's Castaic Supercross Park. As the name implies, the track is extremely tight and filled with stadium jumps, and the Kawasaki was very impressive. It squirted through the numerous hair-pin turns with abandon, and had the blast of power needed to launch over doubles.

The bike was less comfortable on the fast, outdoor track at Glen Helen OHV Park, especially on the chopped-up straights. The KX's steering prowess cost it some of its awesome stability, and it will now shake its head in the fast, rough stuff. This can be scary, but I think the improved cornering more than makes up for the twitchiness, some of which can be overcome by moving your weight towards the rear, keeping the throttle pinned and squeezing the bike with your knees.

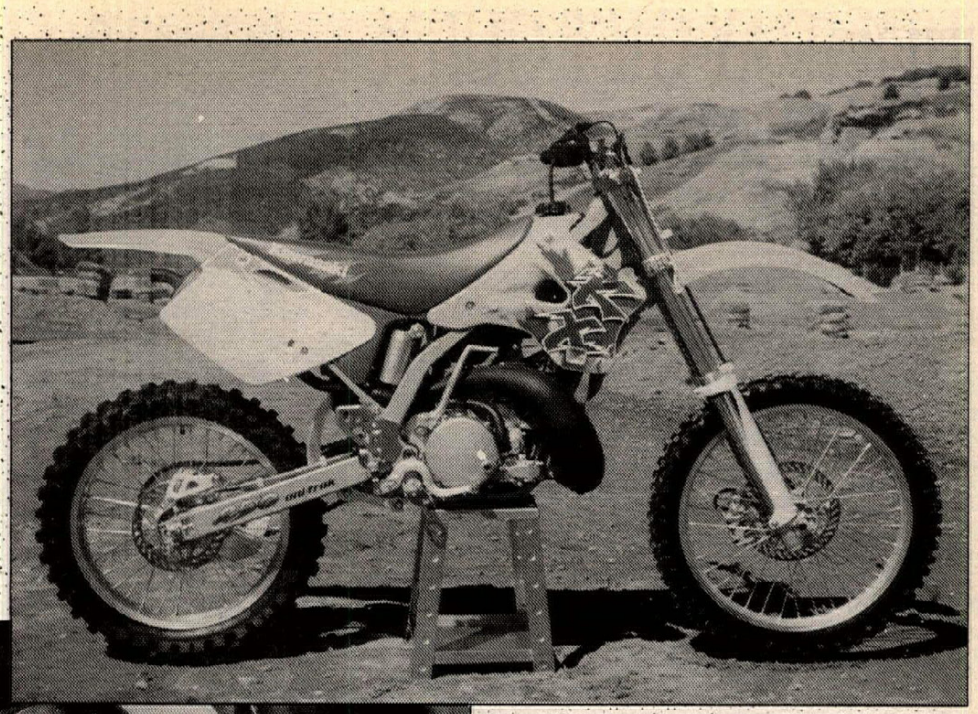
In addition to improving upon the '93's weak points, Kawasaki did a pretty good job of not messing up the old KX's strengths. I was nervous when I heard that the suspension had been updated, but it fortunately works just as good as before. Both ends are very forgiving, soaking up everything from killer whoops to launcher jumps. It does seem a little on the harsh side at first, but dialing in the compression knob got it right where I wanted. The stiffer shock spring is an improvement for motocross, though it may be a little harsh off-road.

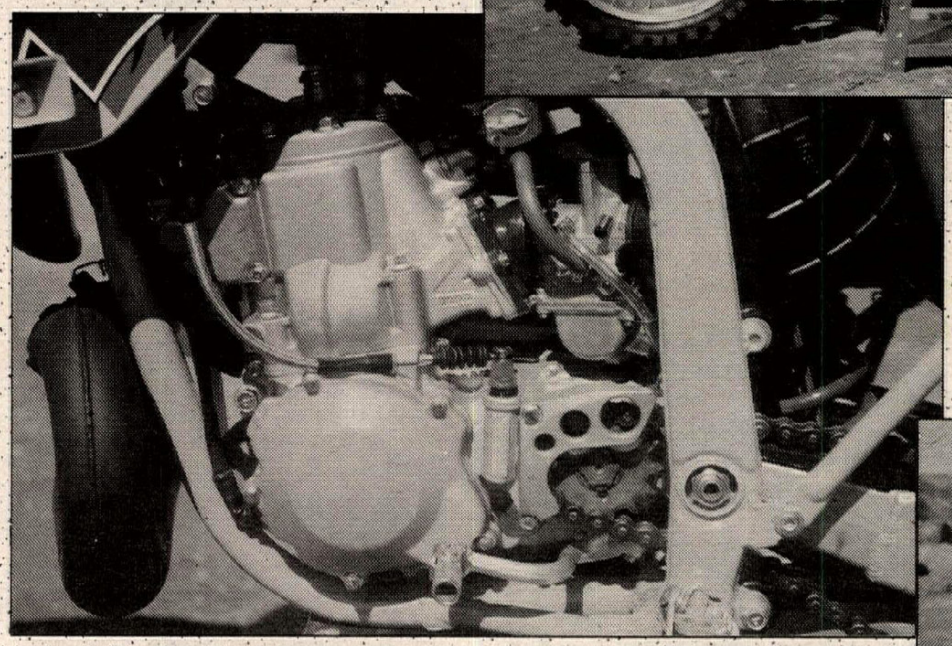
The more compact lay-out makes the KX slightly cramped for my gangly legs, but it is also no doubt responsible for some of the cornering improvement. I like the look of the new bodywork, but as with nearly every bike that has full-coverage radiator shrouds, the lower edges caught on the cuffs of my boots, especially the on left side. I'm still a big fan of full-coverage shrouds, but I wish the manufacturers would extend them further down. Only Husqvarna, the originator of the idea, makes full-coverage shrouds that my boots do not catch on.

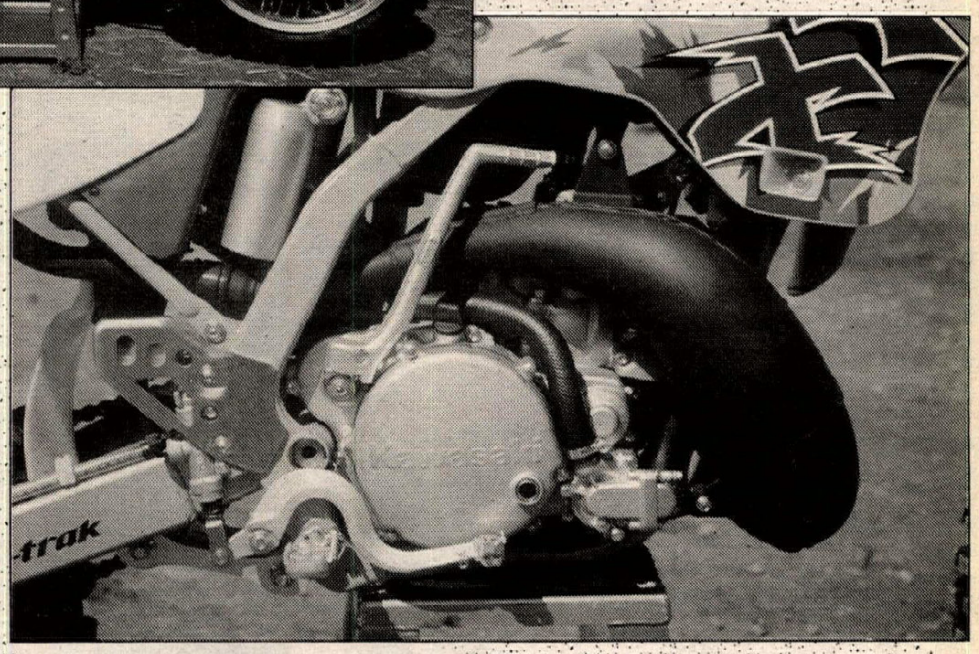
The new sidepanels are white, so they don't need number-plate backgrounds. They're also flush with the airbox, which looks good and provides a smooth surface for the rider's legs, but I wonder how water-proof the new set-up is. I like the narrow midsection and the new seat, but will probably install a taller piece of foam before too long. Off-roaders will curse the miniscule fuel cell, and aftermarket companies should have a difficult time making a larger replacement that looks decent. The wrap-around fork guards are long overdue, but I was sorry to see the disappearance of the sano disc cover. I don't understand why Kawasaki insists on painting the aluminum swingarm. After a few scratches (and you will scratch it) the black primer shows through and makes the bike look old. The bend of the new bars is fairly comfortable, and the fact that they're rubber-mounted makes a switch to Pro-Tapers easy; unfortunately, they also twist in the event of a crash.

The alterations to the transmission improved shifting substantially, but it lacks the smoothness of the RM and CR. Also, the shorter silencer makes for a louder exhaust note. I must admit that the throaty bark makes for a real adrenaline rush, but non-riders will be less enthusiastic.

Last but not least, I think the '94 KX250 just plain looks trick. I usually resist fads, but I like the manufacturers' recent trend of incorporating "The Color Purple" on dirt bikes and gear, and the purple seat is the perfect touch for the KX.





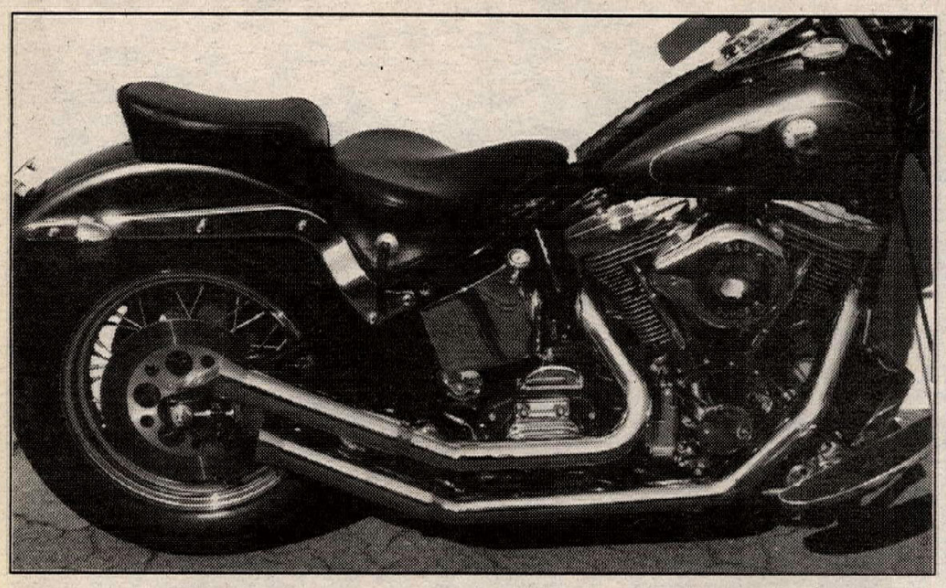


(Above) The KX250 is the only MXer this year to get an all-new look. (Left) The engine now features a strong bottom-end hit. (Below) The brakes are much-improved, and fork action is once again stellar. (Below left) A shorter and more compact chassis improves cornering ability. (Bottom) Both sidepanels are now incorporated into airbox walls.

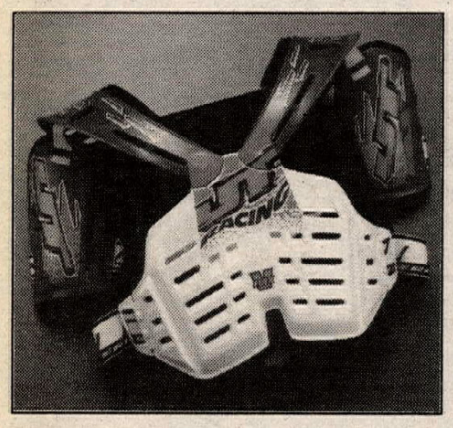
I have to say Kawasaki did what I hoped on the new KX. As much as I like my personal bike, it sure has been getting ignored since we got the '94...Anyone want to buy a used '93 KX250?

Chris Jonnum
Age: 25
Height/Weight: 6'3"/170 lbs.
Specialty: Off-road/MX
Skill level: A/Novice

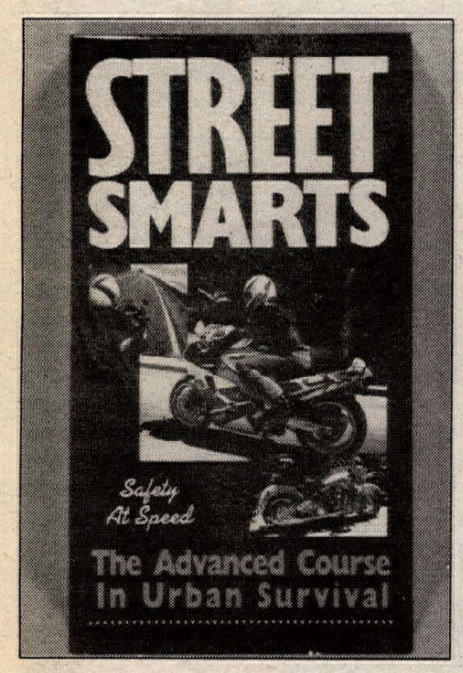
HOLIDAY GIFT GUIDE



Samson Motorcycle Products' Upswept Flair Pipes for the Harley-Davidson Softail and Fatboy motorcycles come complete with a chrome mounting bracket and all necessary mounting hardware. The pipes feature heavy mounting tabs and are finished with show-quality chrome. The pipes cost $249.95. For more information contact Samson Motorcycle Products, Dept. CN, 1180-A Fountain Way, Anaheim, CA 92806, 800/373-4217.

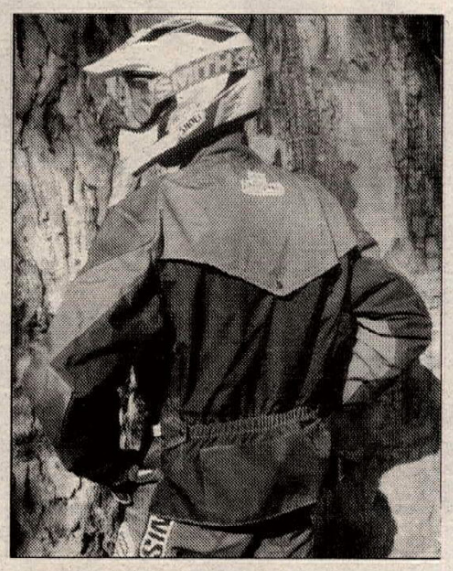


The JT USA V-Flex Chest Protector features a lightweight injection molded plastic outer shell, molded foam ribbing, removable and adjustable floating arm pieces, a free-floating, multi-directional kidney guard and 2" spandex locking side straps. The V-Flex comes in four color combinations and costs $129.95. For more information contact JT USA, Dept. CN, 515 Otay Valley Rd., Chula Vista, CA 91911-6095, 619/421-2660.



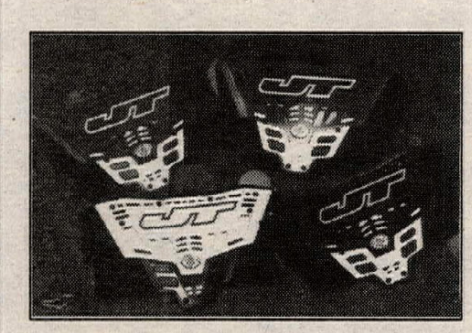
The Street Smarts I and II Videos are full of information regarding the secrets to safe urban riding, and covers such topics as braking, night riding, street strategies and countersteering. Street Smarts I covers all of the basics, as well as how to predict trouble on the road and how to avoid it. Street Smarts II picks up where the first leaves off, and also features interviews with road racers Wes Cooley, Chuck Graves and Don Emde. Each of the videos costs $29.95. For more information contact Whitehorse Press, Dept. CN, 154 West Brookline St., Boston, MA 02118, 800/531-1133.

USA Sport's Moto Pals T-Shirts are 50/50 cotton/polyester blend and feature a wide variety of motorcycle-related, child-oriented designs. Dinosaurs and super heroes are featured on many of the shirts. Available in children's sizes S-L, Moto Pals cost $12.95. For more information contact USA Sportswear, Dept. CN, 4901 W. Van Buren St., Suite 1, Phoenix, AZ 85043, 800/323-7734.

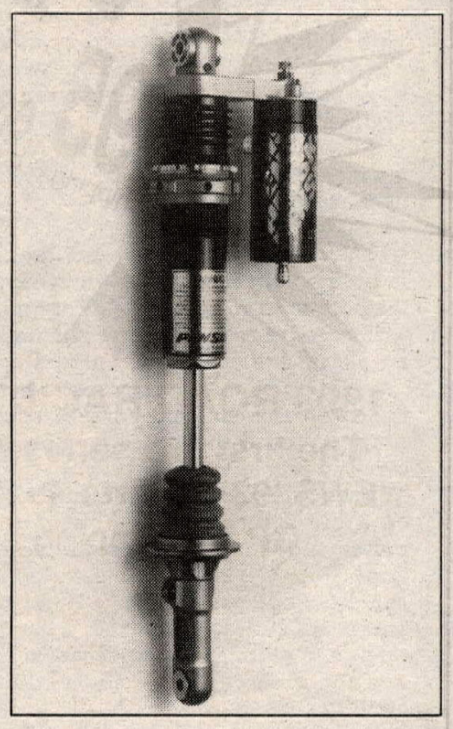


Sinisalo's enduro jacket is constructed of tough Cordura nylon, and features Kevlar reinforcement patches on the shoulders and forearms. It closes via a full-length zipper, with a snap-down flap to keep the wind out. The jacket comes with six roomy pockets, including two on the inside and a wide pouch in the back to store extra gloves or goggles. Removable shoulder pads are also standard. Available in violet/black and blue/black color combinations, the enduro jacket costs $198.95 and comes in sizes M-XXL. For more information, contact Sinisalo Pacific, Dept. CN, 27833 Ave. Hopkins, Unit 2, Valencia, CA 91355, 805/257-3455.

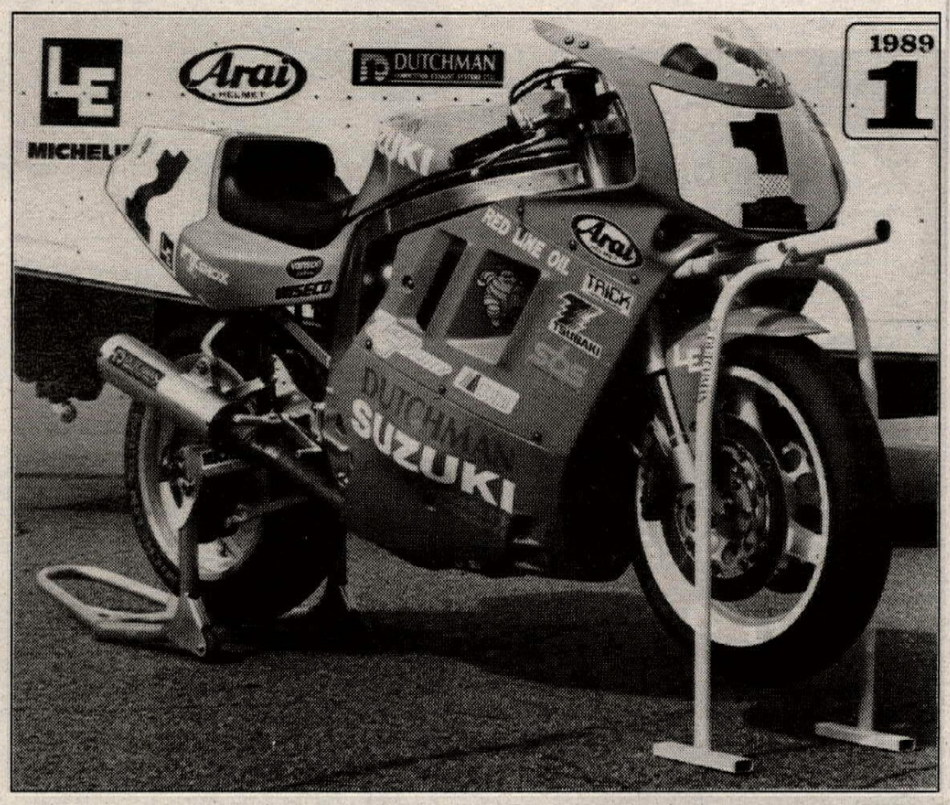
The MSR Impact Glove features a bio-foam back, vented cuffs with hook-and-loop fasteners, PVC graphics, Kevlar thumbs and spandex fingers. Available in sizes S-XL in blue, red, flame and berry colors, the Impact Glove costs $37.99. For more information contact MSR, Dept. CN, 850 Marlborough, Riverside, CA 92507, 909/686-1006.



The Bailey K-Flex Kidney Belt from JT USA is designed by former Supercross and National Champion David Bailey. The belt features forced air intake and exhaust vents that are claimed to keep the rider cool. Four different plastic compounds and a variety of pivots are incorporated in the K-Flex's design in order to allow plenty of freedom of movement for the wearer, while four Velcro-locked spandex belts allow for a custom fit. The belt comes in four wild color combinations and costs $49.95. For more information contact JT USA, Dept. CN, 515 Otay Valley Rd., Chula Vista, CA 91911-6095, 619/421-2660.



The Penske 8900 Series Motocross Shock is a triple adjustable unit that uses two separate adjusters for both high and low-speed compression control, providing a wide range of adjustments for maximun traction on any type of track condition. The compression adjuster is the identical unit being used in Indy Car and Formula One racing. The complete shock is machined from 7075-T6 aluminum and hard anodized, while the steel shaft is machined from 4240 chromoly. The entire unit weighs only 4.75 lbs. Currently available for 1993-94 Yamaha, Honda, Suzuki and Kawasaki motocross bikes, the shock costs $795. For more information contact Penske Racing Shocks, Dept. CN, 150 Franklin St., P.O. Box 301, Reading, PA 19603, 215/375-6180.



Dutchman Racing's Front Lift Bike Stand features a simple design that is claimed to allow for one-man operation and allow for lock-to-lock steering. The stand features all-steel construction and a white powder-coat finish, and costs $89.95. For more information contact Dutchman Racing, Dept. CN, 107 Joanne St., Pittsburgh, PA 15215, 412/781-5551.

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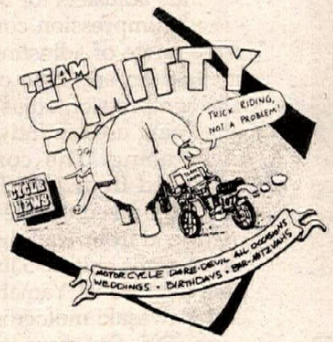

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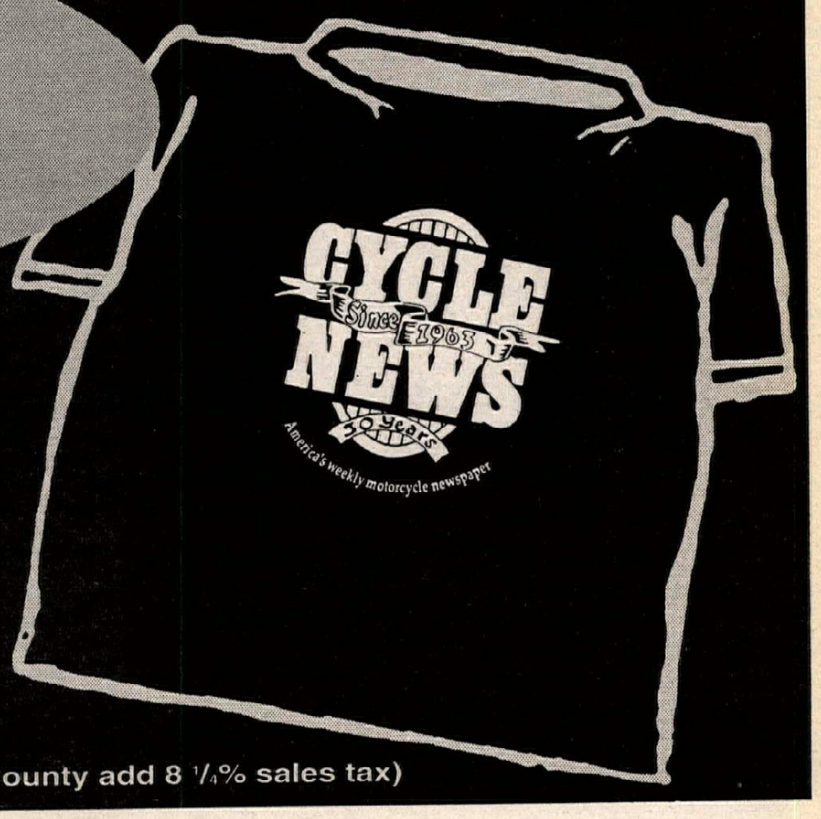

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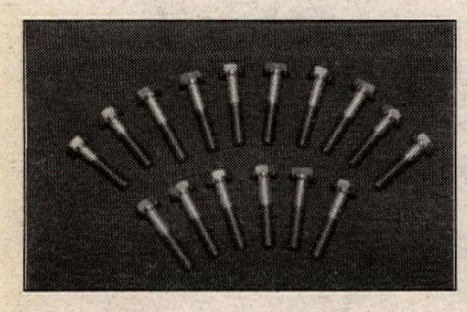
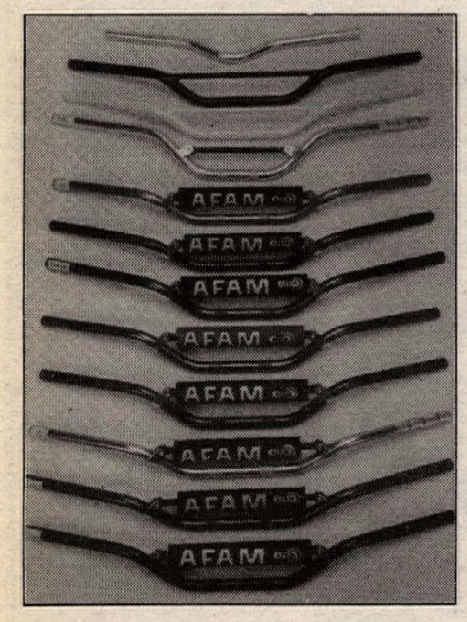
HOLIDAY GIFT GUIDE

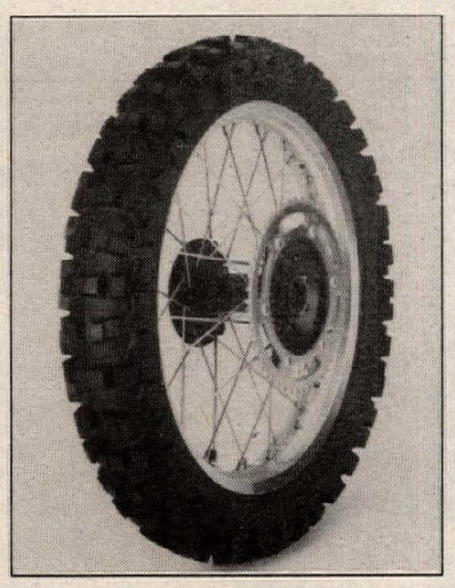
JT USA's Limited Edition Blaze Jersey is made of French Aqua-Tour Terry fabric, and JT claims that it will outwear and outwash a cotton jersey by 300%.The Cotton and Lycra cuffs are claimed to hold their shape and provide a tight fit, while a pair of large elbow pads provide extra protection in the forearm area. The blaze Jersey is available in sizes M-XL and comes with red or blue non-fade, water-based ink graphics and costs $42.95. For more information contact JT USA, Dept. CN, 515 Otay Valley Rd., Chula Vista, CA 91911-6095, 619/421-2660.



Lightweight Products' Titanium Front End Bolt Kit includes all of the bolts necessary to replace all of the major fasteners on the front end of modern motocross bikes. Each titanium bolt is hand-machined, and the kit as a whole is claimed to save over one pound. In addition, Lightweight Products claims that the bolts are stronger that the OEM units. Available for most late-model machines, the kits cost $99.95. For more information contact Lightweight Products, Dept. CN, 205 W. Central Ave, Unit B, Monrovia, CA 91016, 818/357-2722.



AFAM Handlebars are made of 2014T6 aluminum tube with a wall thickness of 5mm. AFAM claims that these are the strongest bars on the market, and that they absorb impacts as well as resist bending. Available in a wide selection of colors in a variety of bends, the bars cost $59.95. The crossbar pad is included. For more information contact AFAM USA, Inc., Dept. CN, 5953 Engineer Dr., Huntington Beach, CA 92649, 714/379-9040.



The D737IT Motocross Tire is the latest offering from the Dunlop Tire Corporation, and replaces the K695 as the premium intermediate terrain replacement tire. Dunlop claims that the D737 gives improved acceleration and braking on center lugs with wide spacing and the added benefit of superior self-cleaning. The shoulder lugs are said to provide good grip on harder surfaces, and predictable corner slide on softer tracks. Available in all popular MX sizes, the D737 starts at $80.61 for a 100/100x18 sized version. For more information contact Dunlop Tire Corporation, Dept. CN, P.O. Box 1109, Buffalo, NY 14240-1109, 800/845-8378.

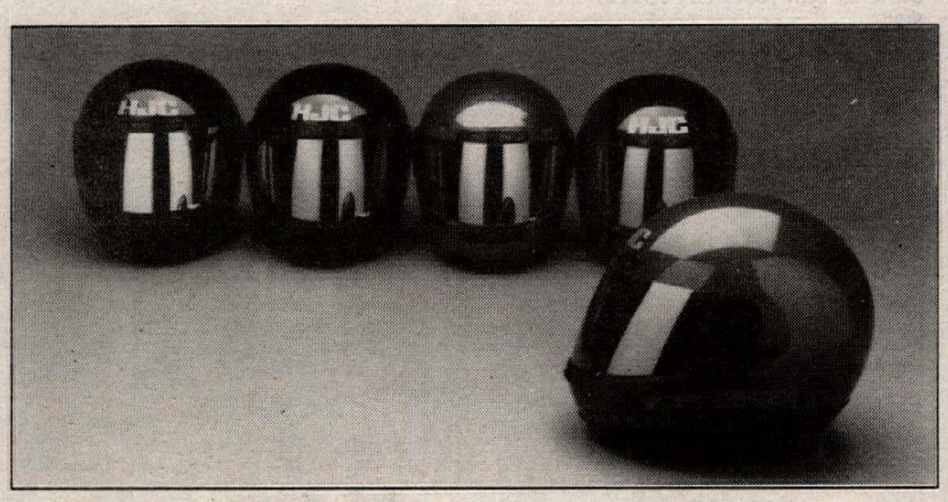
Dunlopad's DP Sport Sintered Brake Pads feature a new H.H. rated friction material that is designated S55 and a new Zirconium-based ceramic that is applied to the backplate to act as a heat shield. Dunlopad claims that the pads offer unmatched stopping power. Each set costs $36. For more information contact Dunlopad, Dept. CN, 4401 Walden Ave., Lancaster, NY 14086, 716/681-8806.

The limited edition 1994 Xtreme calendars are now available, offering year-round proof that the beautiful girls from the company's popular T-shirts really exist. Off-road and personal watercraft versions are both available, with 15" x 15" full-color photos of actual race-prepped factory machines along with stunning female models...much better than staring mindlessly at sarcastic cartoon cats or serene farmhouse settings. The calendars sell for $12.95 and are available from Xtreme, Dept. CN, 5431 Avenida Encinas, Suite B, Carlsbad, CA 92008, 619/431-6817.

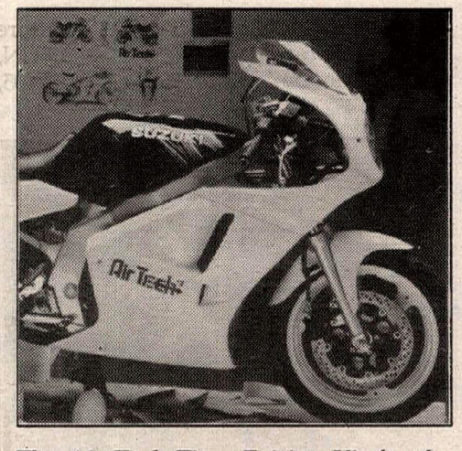
The Noj Weatherproof Hood is designed to be worn under a helmet and over your rain suit, and is claimed to completely seal the neck area against rain and foul weather conditions. The outer layer of the hood is a tough, lightweight, wind proof, waterproof and breathable Ultrex material. The three-season model is lined with Coolmax mesh inside, and the Cold Weather Model uses a warmer, Heavy-weight Polartec lining in the lower section for added warmth. Other features include an elasticized face opening which allows the mark to be worn in a variety of positions and elasticized arm straps that prevent wind flap. The hood comes in one size only and is available in black, red or royal blue. The Three Season model costs $39.95, and the Cold Weather model costs $44.95. For more information contact Noj., Inc., Dept. CN, 402 S. Morgan, Minneapolis, MN 55405, 612/374-2329.

The Slater Bros. ISR Brake Upgrade Kit for Honda RC30s is comprised of specially-machined six-piston, one-piece billet calipers, and larger 320mm floating discs. The kit is claimed to save weight, thanks to the exclusion of separate caliper brackets. For more information contact Slater Bros., Dept. CN, P.O. Box 1, Mica, WA 99023, 509/924-5131.

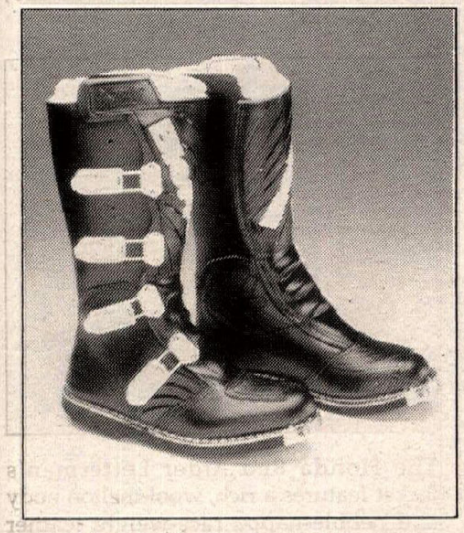
The Honda Red Rider Letterman's Jacket features a rich, wool-melton body and pebble-nappa race-weight leather sleeves, plus a removable leather collar, lush quilted satin-nylon lining, interior breast pocket, thick chenille embroidered front emblem, direct embroidered sleeve logo, unique tone-on-tone rear logo, and custom knit collar, cuffs and waist. This is the same jacket worn by 1993 Camel Supercross Champion Jeremy McGrath and the rest of the factory team. Available in sizes S-XL, the Letterman's Jacket costs $275. For more information contact your local Honda motorcycle dealer.



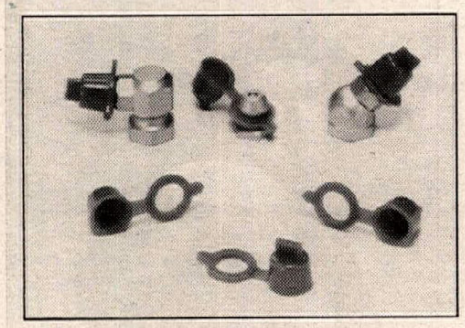
The HJC/RST Color Mirror-Coasted Shield is coated with metallic compounds in a high vacuum chamber to give it a "rainbow" appearance. The coating is claimed to improve visiblity and eye protection via its high-degree of surface reflaction. Available in pink, silver, gold, blue and green finishes, the shield fit HLC FG4, FG6, FG9 and CL10 models and cost $33.95. For more information contact Helmet House, Inc., Dept. CN, 2360 Townsgate Rd., Westlake Village, CA 91361, 805/373-6868.



The Air Tech Titan Fairing Kit for the Suzuki GS500E is designed to fit 1988-94 models and finishes off the "naked" look of the stock machine. The bodywork is made of hand-laid fiberglass and is finished off with a gloss-white gel coat that is ready for painting.The front fairing uses a plexiglass headlight cover that gives the headlight a flush appearance, while the lowers feature intake and tapered cylinder heat exhaust ducts. Air Tech claims that the bodywork installs in just 90 minutes. The complete kit costs $575. For more information contact Air Tech, Dept. CN, 3052 Industry, Suite 109, Oceanside, CA 92054, 619/757-3366.



Bieffe's TB-1 MX Boots are Italian-made and feature high-quality split-grain leather construction with injection-molded plastic reinforcements. A full-sized steel shank, comfortable anti-shock energy-absorbing soles and four replaceable, multi-adjustable buckles with a velcro gaiter closure round out the entry-level boots' features. Available in four color combinations in sizes 7-13, the TB-1 boots come with a two-year warranty and cost $149.95. For more information contact Bieffe USA, Dept. CN, 1746 Junction Ave., Suite E, San Jose, CA 95112, 408/436-8089.



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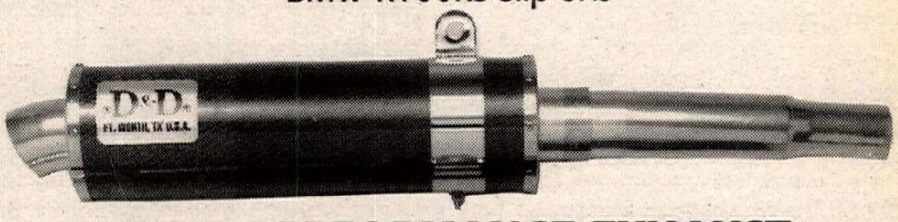

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EVENTS

Randy Jungwirth (24) couldn't stop Dallas Nyblod (2Y) at the Woodland MX.

Steve Dolan (165) holeshot the 250cc Novice class moto at the Bridgehampton MX.

Nyblod triples at Woodland Vintage Motocross

By Clay Light

WOODLAND, WA, NOV. 13

Seattle-area rider Dallas Nyblod continued his reign of terror in northwest vintage motocross racing at Round Two of the Vintage Dirt-sponsored series at Woodland Motocross Park.

Nyblod won three classes, riding his 1974 Honda CR125 to a 125cc Expert win, and also taking the 36+ and 250cc Expert wins on a 1974 Yamaha YZ250. Nyblod won all the classes with impressive 1-1 sweeps.

Nyblod's first task was the combined 125cc Expert/Amateur class, where he won both motos ahead of great battles between Expert Richard Sipp and Amateur Darren Peterson. Peterson came out on top of a moto two shootout between the duo to take second and top Amateur followed by Sipp, Harry Taylor and Steve Kauffman.

In 250cc Expert action, Nyblod had to mount come-from-behind rides in each outing, having trouble with a pair of Honda riders. Randy Jungwirth led both motos for two laps but crashed his way out of contention, allowing teammate Joe Casey to settle into the lead. Casey wasn't a match for Nyblod, who found a way around him. Casey was the second overall finisher with 2-2 placings.

The 30-40 class was much the same as Nyblod led start to finish in the first moto, but Jungwirth came back with a vengeance in the second outing only to succumb to both Casey and Nyblod. Nyblod took over shortly thereafter and went on to finalize his sweep. Casey again went 2-2 for second ahead of Garry Rotter.

Also posting stellar performances was Oregon's Dale Demaris, winner of the 40+ and Open Expert classes, also with 1-1 rides on the Northwest Maico/CZ-backed CZ. Demaris' second win came after beating Yamaha rider Taylor and Maico-mounted Dale Hodson, second and third with 3-2 and 2-3 rides, respectively.

Results

125 AM/EX: 1. Dallas Nyblod (Hon); 2. Darren Peterson (Hon); 3. Richard Sipp (Yam); 4. Harry Taylor (Yam); 5. Steve Kauffman (Hod).

250 EX: 1. Dallas Nyblod (Yam); 2. Joe Casey (Hon); 3. Monty Price (CûA); 4. Garry Roller (Suz); 5. Randy Jungwirth (Hon).

250 AM: 1. Shawn Brown (Ric); 2. Keith Webster (Hon); 3. John Smith (Ric).

OPEN AM/EX: l. Dale Demaris (CZ); 2. Dirk Murphy (Hus); 3. Doug Eckelman (CZ); 4. Larry Reed (CZ); 5.George Eadie (CZ).

30+ EX: l. Dallas Nyblod (Yam); 2. Joe Casey (Hon); 3. Garry Roller (Suz); 4. Monty Price (CûA); 5. Randy Jungwirth (Hon).

40+: l. Dale Demaris (CZ); 2. Harry Taylor (Yam); 3. Dale Hodson (Mai).

50+: l. George Eadie (CZ); 2. Dick Marshall (Bul); 3. Dan McCarthy (CûA).

30+ AM: l. Dirk Murphy (Hus); 2. Doug Eckelman (CZ); 3. John Smith (Ric); 4. Greg Barber (CZ); 5. Steve Kauffman (CZ).

500 BMBR: 1. Richard Sipp (Yam); 2. Brad Irwin (Suz); 3. Kenny Brynn (Suz).

Mason stonewalls 'em at Lilliputian Grand Prix

By Bill Spencer

SACRAMENTO, CA, NOV. 7

While there were no para-gliders on hand for the Dirt Diggers North Motorcycle Club's, 22nd Annual Lilliputian GP at Prairie City OHV Park, Johnny Mason delivered the knock-out punch in his quest for the D-36 number-one cross country plate in the Veteran A division.

Bob Rice took the point at the shotgun start of race two, with the Seaside Sports Center-backed Mason in tow at the first turn, but things went bad from that point.

"I tried to get around Bob (Rice)," Mason said, "but he pushed me a bit wide, and I biffed."

Andy Borth took over the lead, but at the end of the eight-mile loop, Kurt Kiser was leading Robert Hershey and Rice, with Borth looking very confused when he was given the number four sign.

"I just couldn't figure where anyone had passed me," Borth said.

In fact, Borth hadn't been passed, and Rice later said that "a few of us got off course." Behind Borth was John Demele, who concurred about who was passing whom. Mason was next, and he worked through the pack to take the lead by lap three for the win with a two-minute lead. Kiser was docked a lap for his part in the off-course excursion and finished fourth, with Borth second over Demele and Rice fifth.

Jerry Fouts topped the Open A with a seventh overall finish just behind Shawn Freiling and in front of Josh Chandler. Speedway ace Jesse Ochoa finished ninth overall and third Open A, after encountering a lap full of fuel from his specially designed extra gas tank.

Race three saw another Speedway rider, Bob Hicks, leading the 125cc C class in his first-ever Cross Country race. Hicks turned around when he saw a downed rider who obviously needed help and rode back to the check to alert officials, who air-evacuated the rider. Hicks then returned to the course, caught the leaders and won the class.

Results

125 A: 1. Pat Garrahan (Hon); 2. Mark Myers (Kaw).

250 A: 1. Tony McGrath (Suz); 2. Marty Smith (Kaw); 3. Matt Wallace (Yam).

OPEN A: 1. Jerry Fouts (Hon); 2. Josh Chandler (Hon); 3. Jesse Ochoa (Kaw).

125 B: 1. Mike Demarie (Kaw).

250 B: 1. Brian Garrahan (Hon); 2. Todd Doll; 3. Tim Collins (Suz).

OPEN B: 1. Mark Vanderpool (KTM); 2. Chris Rogers (Hon); 3. John Trabuco (Hon).

VET A: 1. John Mason (Yam); 2. Andy Borth (Kaw); 3. John Demele.

SR A: 1. Gary Vanderpool (KTM).

S/SR A: 1. Edd Haymond (KTM); 2. Doug McCalek (KTM); 3. Fred Sumrall (Yam).

VET B: 1. Frank Masterson (Kaw); 2. Ed Golden (Hon); 3. Keith Monday (KTM).

SR B: 1. Steve Cameron (Yam); 2. Ron Massaferro (Hus).

S/SR B: 1. Bob Collins (Hon); 2. Steve Doll (Hus); 3. George Johnson (Hon).

VET C-1. Mark Audifred (Yam); 2. Paul Conners (Suz); 3. Terry Huffer (Kaw).

SR C: 1. Chuck Paya (Yam); 2. Jack Morgan (KTM); 3. Al Quale (Hon).

S/SR C: 1. Dave Bryant (Kaw); 2. Robert Manna (Hon); 3. Rich Bone (Yam).

125 C: 1. Bob Hicks (Hon); 2. David Blackburn (Hon); 3. Tim Parriott (Hon).

250 C: 1. Rod Goehring (Hon); 2. Floyd Davis (Suz); 3. Jeff Stivers (Hon).

200 C: 1. Paul Clark; 2. Justin Gray (Kaw).

OPEN C: 1. Joe Ogulin (Hon); 2. Jon Yourd (Yam). 3. Jim Dykeman (Hon).

4-STRK: 1. Tom Hampton (Hus); 2. Walt Schwarz (Hus); 3. Toby Souza (Hus).

WMN: 1. Linda Smart (Yam); 2. Darlene Colebank (Hon);

MINI: 1. Chad Biel (Suz); 2. J.J. Cummings (Suz); 3. Cloyse Holland III (Suz); 4. Adam Huffer (Suz); 5. Chuck Paya (Kaw).

Ripple rips to Leisure Time Motocross win

By Dick Held

MEDARYVILLE, IN, NOV. 7

Yamaha rider Bradley Ripple scored back-to-back wins in the 50cc Automatic class during the first 1994 District 15 points race at Leisure Time, located near Medaryville, Indiana.

Even though the Automatics were the last race of the day; the spectators stayed to watch the young riders ride a course that the bigger riders found challenging. It didn't take long for Ripple and his Yamaha to master the track's deep sand and lead the other automatics to convincing victories in both motos.

80cc Mini-class ace Jack McRill, aboard his Max Pitts-sponsored Yamaha, grabbed the lead from Charles Burge. By the end of the eight laps, McRill had established a comfortable lead to take the first-moto win in convincing fashion. McRill followed up his first-moto victory with another win to claim the overall.

Because of rider turnout, all the big bikes ran together and featured the closest racing of the day. When the gate dropped, William O'Hara led the pack into tho first turn. Still at the gate, Dan Giesler and Bryan Ripple spotted the riders the length of the 300-yard start before starting their own private race. By the third lap, Giesler had taken the point with Ripple on his rear fender to set the finishing order.

In moto two the Ripple and Giesler duo again started last, but this time it was Bryan Ripple getting through traffic to claim first by the third lap. However, at the halfway mark Ripple was encountering lapped riders, which allowed Giesler to close the gap. As Ripple dropped into the sand pit for the final lap, Giesler had moved to within a bike-length of the leader. With the track clear of traffic, the duo disappeared into the back section. The first bike to emerge from the back area was Giesler with Ripple half a bike length behind. That order remained to the finish.

Results

AUTO: 1. Bradley Ripple (Yam); 2. Rick Davis (Yam); 3. Tom Fishburn (Yam).

60: 1. Derik Fishburn (Kaw).

80 JR: 1. Travis Spring (Suz); 2. David Kotulic (Yam); 3. Derik Fishburn (Kaw).

80 SR: 1. Jack McRill (Yam); 2. Charles Burge (Suz); 3. Brad Lesnik (Kaw).

125 A: 1. Dan Giesler (Yam).

125 C: 1. Clayton Bise (Hon).

250 C: 1. Daniel Kuscher (Suz).

25+ A: 1. Bryan Ripple (Hon).

30+ A: 1. William O'Hara (Hon).

30+ B: 1. Kermit Shepherd (Yam); Joe White (Hon).

H/W C: 1. Brad Snyder (Hus).

Droskoski claims Bridgehampton Motocross win

By Jim and Carolyn Simpson

BRIDGEHAMPTON, NY, NOV. 6

William Droskoski scored a clean two-moto sweep to take the overall victory in the 250cc Novice class at the Bridgehampton Motorsports Park.

Steve Dolan nailed the holeshot, but when the smoke and sand settled in turn one, a few riders remounted and Droskoski emerged as the leader of the 250cc Novice class when he cleared the Hidden Valley tabletop. Dan Anderson, John Graham and Steve Dolan chased the leader Droskoski through the Horseshoe turn and down the Parachute jump. Droskoski set the pace and remained in the lead to score the win. Anderson went on to claim second as Graham finished in the third spot.

To start moto two, Honda-mounted Droskoski jumped into the lead with William Fernandez closely in tow. Kevin Lucas and Graham chased the leaders throughout the moto. Droskoski maintained his lead with pressure from Anderson on his Honda. Anderson could not get the advantage as Droskoski claimed the win and the overall for the day.

John Sanuth started the Super Senior moto with the advantage through turn one. Bud Fee and John Ferrentino chased Sanuth in and out of Hidden Valley. The lead pack stayed together as Ted Squires throttled his way up to third in the back section, but Sanuth and Fee stepped up the pace to pull away. Fee made his move and took the lead. Fee increased his lead to capture the win as Sanuth settled for second. Squires hung on for third place honors.

Wasting no time when the gate dropped for moto two, Sanuth took the lead with Squires at his side. The hard-charging Fee again made a move to the inside of Sanuth to take over the lead. Sanuth stayed with Fee into the last lap. Squires set a pace to distance himself from the pack in third place. Fee stayed on the gas and squeaked out the win and the overall victory. Sanuth followed closely in second as Squires cruised to third place.

Results

P/W: 1. Brian Murphy (Yam); 2. Joseph Merrill (Hon); 3. Mark Rasmussen (Yam); 4. Ed Goldsborough (Yam); 5. Joe Dill (Mai).

MINI (7-11): 1. David Di Pietro (Kaw); 2. Ryan O'Malley (Kaw); 3. Charles Ellis (Kaw); 4. Matthew Dill (Kaw); 5. Brian Murphy (Kaw).

JR MINI: 1. Tony Pedone (Yam); 2. David Di Pietro (Kaw); 3. Jeron Anthony (Kaw); 4. Denis Sorretino (Suz).

SR MINI: 1. Richard Steck (Kaw); 2. Toby Levine (Kaw); 3. Mark Wesnofske (Suz); 4. Dale Robertson (Kaw); 5. Scott Anderson (Hon).

S/SR: 1. Bud Fee (Hus); 2. John Sanuth (Hon); 3. Ted Squires (Hon); 4. Dennis DeGraff (Kaw); 5. John Ferrentino (Hon).

125 NOV A: 1. John Mollgren (Kaw); 2. Joe Eannel (Kaw); 3. Robert Thorne (Yam); 4. Anthony Gangone (Hon); 5. Chris Zbodula (Kaw).

125 NOV B: 1. Mike Carrieri (Hon); 2. Mike Rausch (Suz); 3. Eric Hampson (Suz); 4. John Chiavolo (Kaw); 5. Mike Lusardi (Kaw).

250 NOV: 1. William Droskoski (Hon); 2. Dan Anderson (Hon); 3. John Graham (Hon); 4. Ron Simonin (Kaw); 5. Kevin Lucas (Hon).

125 AM: 1. Kevin Nowak (Kaw); 2. John Jasinski (Kaw); 3. Brian Mulry (Hon); 4. Eric Flagg (Hon); 5. Eddie Hololob (Suz).

250 AM: 1. Donald Murphy (Hon); 2. Danny O'Keefe (Hon); 3. Eddie Hololob; 4. William Christine (Suz); 5. Wesley Phillips (Yam).

SR AM: 1. Donald Murphy (Hon); 2. Robert Jarvis (Hon); 3. Don Rasmussen (Hon); 4. Scott Santmyers (Kaw); 5. John Becker (Yam).

OPEN AM: 1. Thomas Lequerique (Hon); 2. Andrew Signoriello (Kaw); 3. Paul Wertheimer (Hon); 4. Scott Santmyers (Kaw); 5. Bruce Marienfeld (Hon).

125 PRO/EX: 1. Mike Michels (Suz); 2. James McIlvaine (Hon); 3. Tony Lorusso (Yam); 4. John Franco (Suz); 5. Jalil Lynch (Hon).

250 EX: 1. Tony Lorusso (Yam); 2. Mike Michels (Suz); 3. Jalil Lynch (Hon); 4. Rich Caccavano (Hon); 5. Ron Frederico (Hon).

OPEN EX: 1. Greg Murphy (Hon); 2. Bob Balnis (Hon); 3. Scott Nickerson (Hon); 4. Tom Manelski (Suz).

SR EX: 1. John Franco (Suz); 2. Rick Caccavano (Hon); 3. Jeffrey Stempell (Hon); 4. Rick Fatigate (Hon); 5. John Graziano (Yam).

SCHBY: 1. Kevin Nowak (Kaw); 2. Vincent Allegretta (Suz); 3. Eric Flagg (Hon); 4. Rob Abram (Hon).

CLGBY: 1. Clint Rooney (Hon); 2. Wesley Phillips (Yam); 3. Craig Sullivan (Yam); 4. Jim Tillman (Hon); 5. Justin Squires (Hon).

25+ 1. James McIlvaine (Hon); 2. Robert Federico (Hon); 3. Danny O'Keefe (Hon); 4. Greg Murphy (Hon); 5. Donald Murphy (Hon).

VINT: 1. Gary Di Pietro (KTM); 2. Thomas Bentivegna (Kaw); 3. Richard Baulch (Pen);4. Bruce Kloete (Kaw).

LATE MDL: 1. Joseph Feist (Kaw); 2. Paul Wertheimer (Hon); 3. Dennis Robinson (Hon); 4. Matt Palumbo (Hon); 5. Anthony Gangone (Hon).

Tarantino, Harrington battle at Barona Oaks Motocross

By Homer Eubanks

RAMONA, CA, NOV. 6

Josh Tarantino and Andy Harrington provided the fireworks in the 80cc Intermediate Modified class when the California Mini Motorcycle Club hosted its 18th race of the season as well as the Over The Hill Gang OTHG competition at Barona Oaks Raceway.

Harrington holeshot both 80cc Intermediate Modified motos, leaving the extra effort to Tarantino. In the first moto, Tarantino made his move on the uphill section and powered his way into the lead. Harrington came right back and was able to retake the lead. Tarantino again challenged in the sweeper before the whoops, and the two locked handle-bars, causing Harrington to drop his Suzuki. Tarantino rode the next lap to victory, but Harrington had remounted and closed to within striking distance.

In the second moto, Harrington again came around turn one first and dominated the early

part of the moto. Tarantino block-passed his way into the lead on lap three and was able to ride on to victory with Harrington trailing 10 bike-lengths behind.

Jodi Hollow showed the boys the fast line around Barona Oaks in the 125cc Beginner class. Hollow holeshot and won both motos, but in the first moto, Giuseppe Filippone kept her honest by taking charge with only two laps to go. Hollow held the inside line on the next straight and came off the table top holding the lead. Filippone pulled alongside over the uphill double but bobbled the landing. Filippone recovered to come back during the last trip through the whoops, but Hollow held on for the win.

Don Connelly made a clean sweep of both the Old Pharts and OTHG Pro classes. Connelly took the first Old Pharts moto with a wire-to-wire ride. In the second moto, Connelly came off the line fifth but was able to take charge on the fourth lap.

Results

P/W STK (0-8): 1. Dustin Good (Yam); 2. Jesus Camillas (Yam); 3. Ryan Beat (Yam); 4. Chris Caudillo (Yam); 5. Mark Palmer (Yam).

P/W SEM-MOD (0-8): 1. Ryan Beat (Yam); 2. Greg Pierce (Yam); 3. Mark Palmer (Yam); 4. Chris Caudillo (Yam); 5. Johnathan Rose (Yam).

P/W MOD (0-8): 1. Andrea Wageman (Yam).

JR STK (7-11): 1. Emitt Kling (Kaw); 2. Austin Jones (Kaw); 3. Jesus Camillas (Kaw); 4. Corey Macomber (Kaw); 5. Dustin Good (Kaw).

JR STK (0-8): 1. Jesus Camillas (Kaw); 2. Anthony Bruscella (Kaw); 3. Dustin Good (Kaw); 4. Cole Humphus (Kaw); 5. Jonathan Rose (Kaw).

JR MOD (7-11): 1. Austin Jones (Kaw); 2. Corey Macomber (Kaw); 3. Vito Camillas (Kaw); 4. Anthony Bruscella (Kaw).

80 STK (9-11): 1. Sean Hamblin (Yam); 2. John Hopkins (Kaw); 3. Billy Laninovich (Kaw); 4. Emitt Kling (Kaw); 5. Daivd Fox (Suz).

80 BEG: 1. Richard Colantuono (Yam); 2. Michael Fox (Suz); 3. Tim Rasmussen (Kaw); 4. Corey Clayton (Yam); 5. Eric Hunt (Yam).

S/MINI: 1. Josh Tarantino (Yam); 2. Manny Arias (Yam); 3. Matt Williams (Yam); 4. John Hopkins (Kaw); 5. Sean Hamblin (Yam).

80 NOV: 1. Manny Arias (Yam); 2. Golby Raymond (Suz); 3. Matt Williams (Yam); 4. Chad Schmidt (Kaw); 5. Brad Millikan (Kaw).

80 INT: 1. Josh Tarantino (Yam).

80 EX: 1. Andy Harrington (Suz).

125 BEG: 1. Jodi Hollow (Suz); 2. Dan Baxter (Kaw); 3. Giuseppe Filippone (Suz); 4. Joe Hanlon (Yam); 5. Nathan Jones (Kaw).

125 (12-15): 1. Josh Warner (Hon); 2. Damian Paterson (Kaw).

125 NOV STK: 1. Josh Warner (Hon); 2. Jimmer Hollow (Suz); 3. Richard Silva (Suz); 4. Jeremy Schmidt (Kaw); 5. Pete Roles (Suz).

125 NOV MOD: 1. Pete Roles (Suz); 2. Cory Mortensen (Suz); 1. Damian Paterson (Kaw).

125 INT: 1. Angelo Ingrande (Hon); 2. John Emerson (Yam); 3. Shawn Ellis (Suz); 4. Jon Raymond (Suz); 5. Cory Bendor (Suz).

125 (16-21): 1. Shawn Ellis (Suz); 2. Wilson Nichols Jr. (Suz); 3. Derek Kruger (Suz); 4. Jodi Hollow (Suz).

250 NOV: 1. Daniel Nichols (Suz); 2. John Duffy (Yam); 3. Pete Roles (Suz).

250 INT: 1. Angelo Ingrande (Kaw); 2. John Emerson (Yam).

OLD PHARTS: 1. Don Connelly (Suz); 2. Giovanni Spinali (Yam); 3. Chris Swat (Yam); 4. Steve Laninovich (Kaw); 5. David Chunn (Yam).

OTHG PRO: 1. Donn Connelly (Yam).

OTHG EX: 1. Carl Powell; 2. Gary Sherohman.

OTHG INT: 1. Joe Crouch; 2. Douglas Trohn; 3. Rick Purcell; 4. Steve Gordon; 5. Mike Robres.

OTHG NOV: 1. Ronald Garner; 2. John Rizzo; 3. Scott Wallace; 4. Scott Wheeler; 5. Kirk Lukrofka.

OTHG BEG: 1. John Curran; 2. David Ward; 3. Bruce Bondemer; 4. Garth Gallocker; 5. Jeff Hess.

Alonzo all the way at Starwest Motocross

By David Procida

MORENO VALLEY, CA, NOV. 6

Neil Alonzo finally got his first overall victory and didn't have to win a moto to do it.

Consistency, along with a perfectly executed block-pass got him the 125cc Beginner win during the FMF/Starwest Supercross Park Racer Appreciation Night.

Alonzo gave it his all as he holeshot the first moto, leading the large pack of 125s around the well-groomed Starwest course, but as he crested the scoring tower tabletop, the competition was closing. Johnny Aragon had gated second, and along with Kyile Finnels, was now hounding Alonzo. Aragon soared up and over Alonzo on the "Kong Launcher," and then Finnels went to the outside to slingshot his way past Alonzo, demoting the Woodcrest Cycle rider to third. Alonzo's troubles were just beginning as Mark Damiter was now pressuring for third and duplicated Aragon's pass over the big jump to take third away. Alonzo seemed to get fired up and began to pick up the pace. Following Damiter through the rockers, Alonzo squared the corner and repassed Damiter for third. A lap later, using the exact same maneuver, Alonzo passed Finnels for second and closed on the leader. Time ran out as Aragon took the checkered with Alonzo a few bike lengths behind him. Finnels came home third.

Finnels came out smoking for moto two. Behind him were Damiter, Alonzo and the pack. Chris Kelly was running third, holding off the charge of Jamie Clabaugh, and the pair closed on Alonzo. Up front, Damiter hit the rockers with the throttle open, passing Finnels and pulling away almost immediately. Kelly followed suit, passing Alonzo in the rockers for

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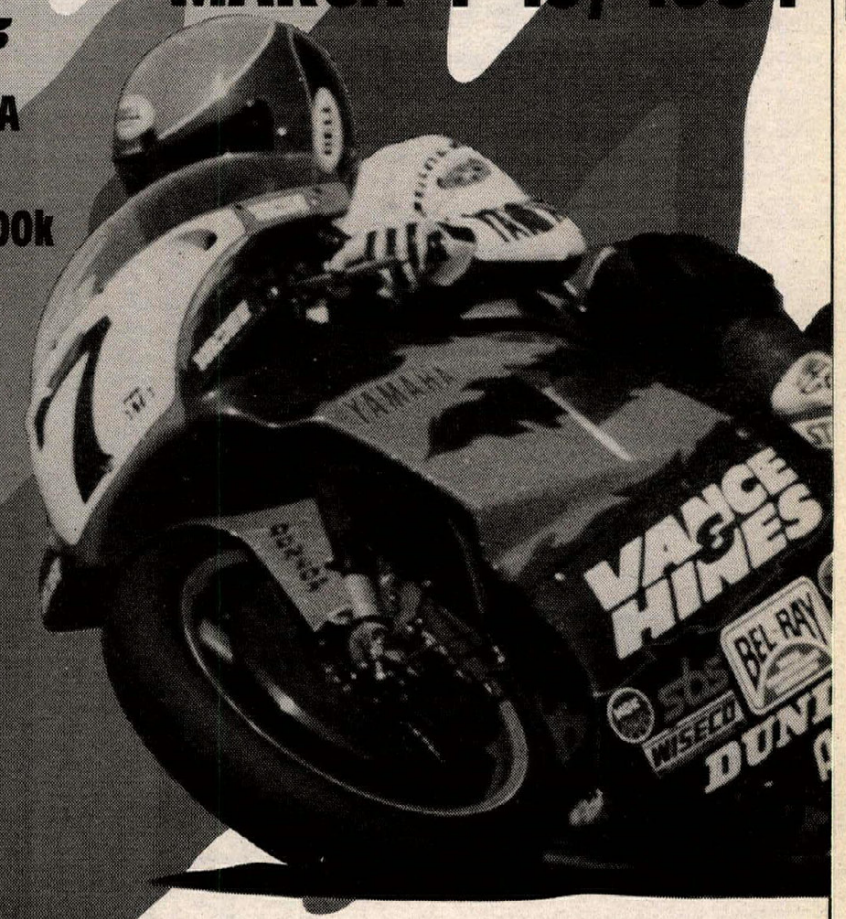

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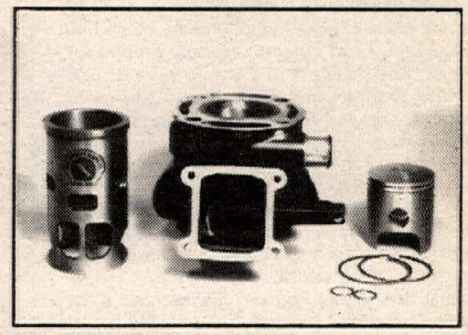

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EVENTS

Alan Olson (82) passed Nick Costello (61) for the Carlsbad MX 40+ Expert win.

Robbie Dunham (6) and Eric Lindstrom (27) diced for the lead at the Glen Helen MX.

third. Just in front of him, Finnels set up to clear the "Twin Peaks" double, but came up short and was jolted violently upon landing. Kelly and Alonzo singled the jumps and overtook Finnels just as the shaken rider was getting back on the gas. Alonzo set Kelly up for a block-pass and executed it with precision. Up front, Damiter took a well-deserved win, but it was Alonzo who had cause to celebrate, taking first overall after many second and third-place showings. Finnels' pair of thirds earned him the third overall.

Results

50: 1. Cale Wallace (Yam); 2. Joshua Grant (Yam); 3. Tommy Cochran (Yam); 4. Daniel Taft (Yam); 5. J.R. Williams (Yam).

50 B-2: 1. Ricky Oliver (Yam).

60 (6-8): 1. Scott Howe (Kaw); 2. Daton Beavers (Kaw); 3. Daniel Taft (Kaw); 4. Jesse Mock (Kaw); 5. Nicholas Wells (Kaw).

60 (9-11): 1. Nick Alverez (Kaw); 2. David Sullins (Kaw); 3. Bryan Nelson (Kaw); 4. Steve Gonzalez (Kaw).

80 (0-11): 1. Brandon Morgan (Kaw); 2. Brandon Studdan (Suz).

80 (12-13): 1. Brian Morgan (Kaw); 2. Cory Williams (Yam); 3. Jeff Cooper (Kaw); 4. Scott Neely (Kaw); 5. Ryan Cox (Hon).

80 (14-16): 1. Danny Carlson (Kaw); 2. Toby Lopez (Suz).

125 BEG: 1. Neil Alonzo (Suz); 2. Mark Damiter (Yam); 3. Kyile Finnels (Suz); 4. Johnny Aragon (Kaw); 5. Jason Coleman (Suz).

125 NOV D-1: 1. Brian Hoeppner (Hon); 2. Scott Lockwood (Suz); 3. Eddie Finnels (Suz).

125 NOV D-2: 1. Eric Elson (Hon); 2. Lloyd Lester (Hon); 3. Shawn Freland (Suz); 4. Bryan Brooks (Kaw).

125 INT D-1: 1. Chip Rotan (Kaw); 2. Joe Fernandez (Kaw).

125 INT D-2: 1. David Hughes (Kaw); 2. Ty Kady (Suz); 3. Ray Bowers (Hon).

250 BEG D-1: 1. Rich Richter (Kaw); 2. Chris Scherer (Hon); 3. Tony Rodriquez (Hon).

250 BEG D-2: 1. Chris Lembo (Yam); 2. Chris Scherer (Hon); 3. Dwight Radar (Kaw); 4. Rich Richter (Kaw); 5. Wes Turner (Suz).

250 NOV: 1. Sean Neary (Suz); 2. Christopher Barriere (Kaw) 3. Rick Sherman (Hon).

250 INT: 1. Christopher Nelson (Kaw); 2. Neil Summers (Yam); 3. Mike Cordoba (Hon).

250 PRO: 1. Bernd Echenbach (Hon); 2. John Sereika (Kaw); 3. Craig Mason (Hon); 4. Travis Hodges (Yam); 5. John Pack (Hon).

25+ NOV: 1. Christian Dabney (Hon).

25+ INT: 1. Tony Feldhaus (Hon); 2. Joe Fernandez (Kaw).

30+ BEG: 1. Ferran Piper (Kaw); 2. Johnny Jackson (Kaw); 3. Derrick Luedtka (Yam); 4. Casey Nelson (Kaw); 5. Mike Jackson (Yam).

30+ NOV: 1. T.C. Brinegar (Hon) 2. Mike Dunlap (Kaw); 3. Tim Hunziker (Kaw); 4. Ken McCann (Kaw); 5. Ron Malone (Hon).

30+ INT: 1. Tony Feldhaus (Hon); 2. Bruce Deacon (Suz).

Musgrave motors to Carlsbad Motocross win

By Dave Burgess

CARLSBAD, CA, NOV. 13

Kawasaki-mounted Willy Musgrave piloted his KX500 to two impressive moto wins in the Vet Pro class to take home the lion's share of the purse at the Racing Enterprises Saturday MX at Carlsbad Raceway.

At the start of the first Vet Pro race, Tod McKay shot his Yamaha into the lead. McKay, a Vet Intermediate, was doing his best to hold back the pros. Right behind McKay was Musgrave, who wasted little time getting around for the lead. Rob Wilshire had his ATK in second with Jim Odle in tow. Odle began to hound Wilshire for several laps before making his way into second.

Musgrave began using highly unusual lines around the track, ones that nobody else was using, and it paid off as Musgrave stretched his lead to 20 seconds at the finish. Odle held on for second with Wilshire third and Scot Harden on the factory KTM in fourth.

Moto two started out and finished much the same away, with Musgrave's Kawasaki in the lead. Harden was on the move in this moto, and after gating poorly, was hounding Wilshire for fourth. After displacing Wilshire, Harden went to work on Vincent DeLuca for third. Harden patiently waited for an error and zapped DeLuca with only a few laps remaining. Musgrave went on to the finish clean, for the double-moto victory and a wallet full of cash.

In the highly competitive 125cc Intermediate class, Ty Kady cleaned house in both motos, winning by 30 seconds in each moto.

Results

80: 1. Ryan Mauhili (Kaw); 2. Becky Kukla (Kaw).

125 BEG: 1. Reginald Mitchel (Suz).

125 JR: 1. Colin Eberly (Hon); 2. Andy Smith (Kaw).

125 INT: 1. Ty Kady (Suz); 2. Brian Rodriquez (Suz); 3. Kurt Rood (Suz); 4. Tim Olson (Hon); 5. Bobby Navarro (Hon).

250 BEG: 1. Josh Lynn (Hon); 2. Joe Garcia (Hon); 3. Tyler Pilger (Yam).

250 JR: 1. Joe Merriam (Kaw).

250 INT: 1. Ken Wilson (Hon).

500 INT: 1. Robert Failing (Hon); 2. Dave Burgess (KTM).

VET BEG: 1. Jeff Rouse (Kaw); 2. Robert Vanevera (Hon); 3. Darrick Conteras (Suz); 4. Craig Hamilton (Yam); 5. Scott Lee Ball (Hon).

VET JR: 1. Bruce Virgilio (Yam); 2. Jeff Parks (Hon); 3. Karl Holmberg (KTM); 4. Dan Shapard (Suz); 5. Jeff Van Camp (Yam).

VET INT: 1. Tod McKay (Yam); 2. Jeff Mason (Kaw); 3. Jeff Scott (Hon); 4. D.R. Clement.

VET PRO: 1. Willy Musgrave (Kaw); 2. Jim Odle (Hon); 3. Scot Harden (KTM); 4. Rob Wilshire (ATK); 5. Vincent DeLuca (Hon).

VINT: 1. Allen McKay (Hus).

BMBR: 1. Robert Failing (Hon).

25-29 JR: 1. Donn Maeda (Hon); 2. Jim Hart (Hon); 3. John Willis (Kaw); 4. Keith Sievers (Yam); 5. Lance Booth (Kaw).

35+ INT: 1. Robert Failing (Hon); 3. Craig Breihan (Hon).

40+ JR: 1. Bob Koller (Kaw); 2. John Washburn (Suz).

40+ INT: 1. Dennis Middleton (Hon); 2. George Kohler (Suz); 3. Nick Costello (Hon); 4. Ray Pisarki (Hon); 5. Tim Daily (Hon).

50+ JR: 1. Bruce Cornell (Kaw); 2. Dennis Rosenberg (Hon); 3. Bill Misener (Yam).

McKee takes win at Starwest season finale

By David Procida

MORENO VALLEY, CA, NOV. 13

Kevin McKee backed up a first-moto third with a second-moto win to take the overall victory in the 250cc Beginner class in the season finale at the Starwest Supercross facility. As the pack headed out of turn one for the back section of the track, Christopher Lembo edged his way into the lead. Dwight Rader was riding in third, hanging on McKee's shirttails. As the three approached the 'Twin Peaks" double, Lembo went for it with McKee and Rader singling the jumps. As they entered the "Double-Double," Rader went to the inside and let momentum carry him across McKee's outside line, displacing the Honda rider to second. Rader closed on Lembo as the white flag came out, and the Insane Graphics-sponsored Rader let it all hang out. Both riders went into the corner preceding the "Kong Launcher" and it became a drag race up the face of the jump. Rader hooked up better than Lembo, and the race had a new leader.

Once in the lead, Rader held on until the finish for the win. Following Lembo past the checkered was McKee, and rounding out the top five were Scherer and Richter.

Moto two saw Rader grab the holeshot. McKee launched past Lembo and into second, Scherer was running a strong fourth, giving Lembo a run for his money. Rader put as much ground between himself and McKee as possible. Scherer worked his way past Lembo and picked up the pace in an attempt to close the gap on McKee. Up front, Rader failed to clear the "Twin Peaks" double and cased it so hard that he lost almost all forward momentum. McKee managed to slip by Rader, who then lost his front end in the "Snake Pit." Before Rader could get restarted, both Scherer and Lembo shot past.

With the white flag out it was just too little too late for Rader as he was forced to watch McKee, Scherer and Lembo take the checkered in front of him. McKee's 3-1 earned him the overall victory with Lembo's 2-3 edging out Rader for second. Fourth went to Scherer with Joel Simmons rounding out the top five with a pair of sixths.

Results

50 STK: 1. Cale Wallace (Yam): 2. Daniel Taft (Yam): 3. Joshua Grant (Yam): 4. J.R. Williams (Yam): 5. Brian Schoffstall (Suz).

50 MOD: 1. Ricky Oliver (Yam).

60 (6-8): 1. Jesus Castillas Jr. (Kaw): 2. Anthony Bruscella (Kaw): 3. Cale Wallace (Kaw): 4. Daton Beavers (Kaw): 5. Joe Anderson (Kaw).

60 (9-11): 1. Nick Alverez (Kaw); 2. Chris Rogers (Kaw); 3. Nick Moore (Kaw); 4. Rad Nakama (Kaw): 5. Eddie Frechette (Kaw).

80 (0-11): 1. Chris Rogers (Suz): 2. Josh Battenfield (Hon): 3. Hunter Eitel (Hon): 4. Ben Ramsaran (Yam).

80 (14-16): 1. Lanny Turner (Suz): 2. Toby Lopez (Suz).

80 BEG (15-16): 1. Hector Rios (Yam): 2. Cory Williams (Yam): 3. Max Hartwell (Yam): 4. Eric Rogers (Yam).

125 BEG: 1. Kyile Finnels (Suz): 2. Bob Arens (Suz); 3. R.C. Colton (Kaw); 4. Scott Cooper (Kaw); 5. Dawson Leachman (Hon).

125 NOV: 1. Wilson Nichols (Suz): 2. Greg Gaddings (Suz): 3. Bryon Cox (Suz): 4. Clint Shepard (Suz): 5. Mark Buhler (Hon).

125 INT: 1. Dean Van Riper (Kaw).

250 BEG: 1. Kevin McKee (Hon): 2. Christopher Lembo (Yam): 3. Dwight Rader (Kaw): 4. Chris Scherer (Hon): 5. Joel Simmons (Yam).

250 NOV: 1. Daniel Nichols (Suz): 2. Sean Neary (Suz).

250 INT: 1. Oscar Anchete (Suz): 2. Rich Truchinski (Yam): 3. Chip Rotan (Kaw): 4. Bill Phelps (Yam).

25+ BEG: 1. Dennis Gallagher (Yam).

25+ INT: 1. Joe Fernandez (Kaw).

30+ BEG: 1. Derrick Luedtka (Yam) 2. Jim Underwood (Hon): 3. Marshall Dunham (Yam): 4. Jim Masters (Hon): 5. Ferran Piper (Kaw).

30+ NOV: 1. Ken McCann (Kaw): 2. Mike Dunlap (Kaw): 3. T.C. Brinegar (Hon) 4. Terry MacRae (Suz) 5. Keith Dean (Suz).

30+ INT: 1. Tony Feldhaus (Hon).

40+ NOV: 1. Ray Simmons (Suz).

Dubin does Glen Helen MX

By Scott Hoffman

SAN BERNADINO, CA, NOV. 7

R&D-backed Suzuki rider Jason Dubin put together consistent finishes to take the victory in the 80cc Novice class during the third round of the California Racing Club's Sponsorship Series at the Glen Helen OHV Park. Over 250 riders came out to do battle and collect valuable points for the series, which was just past the halfway point.

At the start of the first moto, Chris Honnold roosted into the lead as Jason Dubin, Levi Reid and Jason Webb followed. Honnold held the lead during the opening laps, but the duo of Dubin and Reid were hot on his tail. On lap two, Reid made a move on Dubin to take the second spot and moved in for the kill on Honnold. As the top riders battled for the lead, the back markers started to swap positions. Suffering from poor starts, Dusty Walters and Andrew Labrador were on the gas as they worked their way to the front. Jason Webb slipped back to sixth by the end of the moto.

Up front, disaster hit the leader, Honnold, as he faltered on the third lap and fell back in the pack. Reid inherited the lead and would make it stick until the end of the race. Dubin held on to the comfortable second spot while Labrador and Walters started to fight over third. The battle for third came down to the wire as Walters made a last-lap pass to snatch the spot away from Labrador.

When the gate dropped for the second moto, first-moto back marker Bullfrog Newcomer rocketed into the lead with Honnold and Dubin following. Dubin dropped Honnold to second on the first lap. Walters got a strong start in the moto, but again engaged in a brawl with Labrador for third. As the halfway point passed, Newcomer remained in the lead, but Dubin was breathing down his neck. Walters and Labrador were still going at it as the white flag flew, and once again Walters spoiled the day for Labrador by sneaking by on the last lap to grab the third spot. At the finish, Newcomer held on for the win as Dubin took second and the overall for the day.

Results

P/W A: 1. Kyle Barden (Yam); 2. Ricky West (Yam); 3. Anthony Barbacovi (Yam); 4.Chris Nihan (Yam); 5. Nathan Pamintuan (Suz).

P/W B-1: 1. Andrew Nason (Yam); 2. Vincent Rhoads (Yam); 3. Travis Barden (Yam); 4. Troy Tittlemier (Yam); 5. Brett Mountain (Yam).

P/W Bû2: 1. Carson Mullen (Yam); 2. Richard Enbanks (Yam); 3. Charles Messer (Yam); 4. Dennis Howell (Yam); 5. Dillon Hume (Yam).

60 (0-8): 1. Scott Howe (Kaw); 2. Shane Smith (Kaw); 3. Blake Mitchell (Kaw); 4. Chris

Nihan (Kaw); 5. Ryan Couse (Kaw).

60 (9-11): 1. David Jon Moreno (Kaw); 2. Bobby Langin Jr. (Kaw); 3. Ty Renshaw (Kaw); 4. Gerard Patin (Kaw); 5. David Hall (Kaw).

80 BEG: 1. Ryan Orr (Yam); 2. Shane Bess (Suz); 3. Daryn Craig (Yam); 4. Jay Schreffler (Yam); 5. Ryan Punty (Suz).

80 NOV: 1. Jason Dubin (Suz); 2. Dusty Walters (Yam); 3. Andrew Labrador (Suz); 4. Bullfrog Newcomer (Hon); 5. Jason Webb (Hon).

80 INT: 1. Robby Couse (Kaw); 2. Bryan McGarren (Kaw); 3. Chris Neitzel (Kaw).

80 (9-11): 1. Daryl Ecklund (Suz); 2. Donny Dunner (Yam); 3. Shane Mitchell; 4. J.J. Hall (Kaw); 5. J.R. Terry (Kaw).

125 BEG: 1. Danny Montoya (Suz); 2. Brian Farrell (Suz); 3. Josh Poole (Yam); 4. Neil Alonzo (Suz); 5. Mike Johnson (Kaw).

125 NOV: 1. Shane O'Brian (Suz); 2. Terrance Malan (Suz); 3. Cliff Cook (Yam); 4. Shane Dolmage (Kaw); 5. Chris Blanton (Suz).

125 INT: 1. Ty Kady (Suz); 2. Joe Ryan (Suz); 3. Raymond Bowers (Hon); 4. Turtle Wikaff (Hon); 5. Tracy Asher (Suz).

125 PRO: 1. Terry Parsons (Kaw); 2. Don Upton (Yam); 3. Dustin Evans (Suz); 4. Jimmy Lavorcy (Kaw); 5. Lex Malan (Suz).

250 BEG: 1. Kevin O'Brian (Suz); 2. Wayne Zahrt (Yam); 3. Cameron Craun (Kaw); 4. Brett Fox (Hon); 5. Donnie Quanstrom (Hon).

250 NOV: 1. Shawn O'Brian (Suz); 2. Eric Martin (Yam); 3. Cory Sievers (Kaw); 4. Cory Austin (Yam); 5. Tim Laster (Yam).

250 INT: 1. Ty Kady (Suz); 2. Joe Ryan (Suz); 3. Erik Lindstrom (Hon); 4. Tracy Asher (Suz); 5. Robbie Dunham (Yam).

250 PRO: 1. Don Upton (Yam); 2. Terry Parsons (Kaw); 3. Jinny Lacorcy (Kaw); 4. Ken Neitzel (Kaw); 5. Roy Brenenour (Yam).

JR VET BEG: 1. Chuck Howell (Yam); 2. Jerry Pontius (Hon); 3. Lee Saul (Cag); 4. James Dudley (Kaw); 5. Kenard Lipscomb (Suz).

JR VET NOV: 1. Scott Hack (Yam); 2. Joe Merriam; 3. Scott Land (Hon); 4. Joey Ozarek (Suz); 5. Mike Licitra (Kaw).

JR VET INT: 1. Darren Elliott (Hon).

JR VET EX: 1. John Zahry (Yam); 2. Jeff Barbacovi (Yam); 3. Rick Truchinski.

VET BEG: 1. Ed Tipp (Hon); 2. Gary Yearsley (Yam); 3. Wesley Dean (Hon); 4. Remy Pamintuan (Suz); 5. Tom Patton (Yam).

VET NOV: 1. Mike Wismer (Hon); 2. Blake Orgill (Kaw); 3. Alon Sahar (Yam); 4. Alex Spinelli (Yam); 5. David Mullen (Hon).

VET INT: 1. Leo Saul (Suz); 2. Rodney Morrison (Suz); 3. Joel Harriott (Yam); 4. Brian Renshaw (Yam); 5. Matt Tedder (Hon).

VET EX: 1. John Zahrt (Yam); 2. Ken Neitzel (Kaw); 3. Bob Kline (Hon); 4. Randy Tittlemier (Suz).

SR BEG: 1. Gene Ficker (Hon); 2. Larry Kirsch (Hon); 3. Munroe Denison (Kaw).

SR EX: 1. Ken Renaux (Yam); 2. Bill Carr (Yam); 3. Bob Dunham (Yam); 4. Chris Slick (Hon); 5. Mike Jervey.

Beyer, Ulven battle at Albany Supercross

By Clay Light

ALBANY, OR, NOV. 14

KTM rider Gary Beyer and Kawasaki Team Green's Danny Ulven were the Pro class winners at the opening round of the CMC/Albany Supercross Winter Motocross Series as Beyer bested Ulven for a 125cc Pro class win, while Ulven won the 250cc Pro class convincingly.

The closest action of the day came in the 125cc Pro class. Beyer shot into the lead in the first moto and did a credible job of fending off Ulven, who is regarded as Oregon's fastest Pro. But Beyer, the state's most dominant Pro over nearly a decade, was out to change that. Beyer, though, would only lead Ulven for two laps the first time out, and trailed him across the finish. Third went to Kawasaki rider Ryan Hagemann.

Moto two was much more exciting as Beyer again holeshot and did a sensational job of slamming the door shut on each of Ulven's advances. Beyer did get a break, though, when Ulven slid out in a loamy corner and allowed Beyer a six-second lead that he'd maintain to the finish for a

2-1 win. The Intermediate class was again won by Ryan Leach for a 1-1 sweep, while Fuller went 2-2 and Corey Tennant carded third via 2-3 placings.

Ulven rode flawlessly in the 250cc Pro class to grab the overall win. Former National number-holder Terry Hamness also rode above par but just couldn't stay at Ulven's pace, nor could Honda rider Don Bisceglia. Bisceglia finished second to Ulven in moto one while Hamness followed Ulven home in moto two. Hamness' 3-2 showings netted the KX rider second place.

Bisceglia did come back to take an overall win; in the Up the Hill class, he traded wins with Beyer. Monte Hill, riding a Suzuki was also quite impressive, but keeping up with Pros Bisceglia and Beyer was all for naught.

Results

P/W MOD: 1. Ricky Gunderson (Yam).

PW STK: 1. Kevin Dixon (Itj): 2. Jordan Kauffman (Iti); 3. Randi Holbrook (Yam); 4. Joshua Hill (Yam); 5. Austin Bailey (Yam).

60 (6-8): 1. Brent Line (Kaw); 2. Ricky Gunderson (Kaw); 3. Jared Werline (Kaw); 4. Ben Kauffman (Kaw); 5. Lenny Hill (Kaw).

60 (9-11): 1. Derek Walkoski (Kaw); 2. Joey Mancuso (Kaw); 3. Thomas Rodgers (Kaw).

80 OPEN: 1. Dusty Lenaburg (Suz); 2. Joe Pearson (Hon); 3. John Meusling (Yam); 4. Cody Garvin (Yam); 5. Caleb Kauffman (Kaw).

80 BEG: 1. Dustin Woods (Kaw); 2. Jared Logan (Hon); 3. Curtis Luoto (Yam); 4. Levi Kasper (Kaw); 5. Kris Dixon (Hon).

80 (9-11): 1. Greg Blackwell (Hon); 2. Mike Gamby (Yam).

80 (12-13); 1. Dusty Lenaburg (Suz); 2. Cody Garvin (Yam); 3. Dusty Hill (Kaw).

80 (14-16); 1. Joe Pearson (Hon); 2. Matt Williams (Yam).

125 BEG: 1. Troy Reed (Hon); 2. Ward Bouslough (Hon); 3. Jimmy Marquez (Yam); 4. Dan Kirkpatrick (Kaw); 5. John Hansen (Hon).

125 JR: 1. Sean Richardson (Hon); 2. Butch Isaacson (Hon); 3. Robb Fabrick (Kaw) 4. Ross Quick (Kaw); 5. Steve Grubbs (Hon).

125 INT: 1. Cory Fuller (Yam); 2. Ryan Terlecki (Hon); 3. Brad Brunkal (Hon); 4. Jon Kauffman (Hon); 5. Gary Terlecki (Hon).

125 PRO: 1. Gary Beyer (KTM); 2. Danny Ulven (Kaw); 3. Ryan Hagemann (Kaw).

250 BEG: 1. Ernie Gage (Kaw); 2. Paul Meusling (Yam); 3. Brent Tuttle (Hon); 4. Jimmy Marquez (Yam); 5. Jesse DeHut (Hon).

250 JR: 1. Sean Richardson (Hon); 2. Randy Schmidt (Kaw); 3. Dean Hartman (Yam); 4. Jason Parks (Hon); 5. Greg Harmon (Hon).

250 INT: 1. Ryan Leach (Suz); 2. Cory Fuller (Yam); 3. Corey Tennant (Hon); 4. Jeremy Harwood (Kaw); 5. Eric Rogers (Kaw).

250 PRO: 1. Danny Ulven (Kaw); 2. Terry Hamness (Kaw); 3. Don Bisceglia (Hon).

UTH: 1. Don Bisceglia (Hon); 2. Gary Beyer (KTM); 3. Monte Hill (Suz).

BTH: 1. Terry Hamness (Kaw); 2. Ryan Terlecki (Hon); 3. Jon Kauffman (Hon).

500 AM: 1. Glynn Higgins (KTM); 2. Terry Thomas (Hus); 3. Sean Phillips (Yam).

OTH JR: 1. Glynn Higgins (KTM); 2. Walter Call (Yam); 3. Sean Phillips (Yam).

OT INT: 1. Mike Burke (Hon); 2. Wes Hanson (Suz); 3. Dan Kauffman (Hon).

OTH MNY: 1. Joe Casey (Yam); 2. Jim Lamkin (Hon).

OT EX: 1. Gary Bonds (Hus); 2. Maury Deatrick (Hon).

OT MNY: 1. Dave Eakin (Hon); 2. Bob Leach (Hon); 3. Jim Lamkin (Hon); 4. Dave Merklin (Suz); 5. Terry Hamness Sr. (Kaw).

OT JR; 1. Pat Brown (Kaw); 2. Terry Thomas (Hus); 3. Loren Bolster (Kaw).

OT INT; 1. Walt Call (Yam); 2. J.R. Meusling (Yam); 3. Rick Emerson (Yam).

50+: 1. Bill Naylor (Hon); 2. Randy Layne (KTM); 3. Gene Chittim (Hon).

Patterson pads lead at Mannington Hare Scrambles

By Paul Michels

MANNINGTON, KY, NOV. 7

For the second time in as many weeks, Robert Patterson rode his Team Green/Dunlop/Scott/Sprocket Specialists/Tsubaki/Motorcycle Stuff/Answer/Acerbis/N Style/Kawasaki of Nashville-backed machine to victory at round two of the Mid-South Winter Hare Scramble Series in Mannington, Kentucky.

ATK-mounted Chris Caplinger led the AA riders into the woods and through the scoring barrels on the first lap with Doug Jones and Patterson in tow. On the second lap, the duo of Jones and Patterson passed Caplinger and continued their charge. Patterson took over the lead on the third lap and went uncontested to the win. Jones was second in the AA class with former National Hare Scramble Champion Tony Hendon third. Bryan Adams and Bryan Walker rounded out the top five.

In Vet A action, Ken Stallings led every lap except for the one that counted - he bent his Kawaski's front end in a deep ravine on the last lap. In doing so, Stallings handed the lead and the win to Neal Raggett. Harvey Whitaker came out on top of the Open A class after battling with Rod Thurley, who took second. Mike Cornett scored the win in the 250cc A class, as he held off Jason Moody and Bryan Wesson. Steve Gordon took top honrs in the 200cc A class.

Results

AA PRO: 1. Robert Patterson (Kaw); 2. Doug Jones (Kaw); 3. Tony Hendon (Suz); 4. Bryan Adams (Kaw); 5. Brian Walker (KTM).

250 A: 1. Michael Cornett (Yam); 2. Jason Moody (Suz); 3. Bryan Wesson (Kaw); 4. Joey Harrell (Kaw); 5. Robbie Daugherty (Hon).

VET A: 1. Neal Paggett (Kaw); 2. Scott Martin (Kaw); 3. Barry Brazier (Yam); 4. Gary Adams (Yam); 5. Ken Arnold (Hon).

S/SR: 1. John Giles (Suz); 2. John Friedli (KTM); 3. William Smith (Hon); 4. Alan Cruce (KTM).

200 B: 1. Kyle Pulley (Kaw); 2. Todd Boone (Kaw); 3. John Bingham (Kaw); 4. Donald Harrison (Kaw); 5. Clint Robinson (Kaw).

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AMA Grand Nat'l Champion

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AMA Hare Scrambles Champion

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ROUND 1
COLUMBUS, OH
FAIRGROUNDS COLISEUM
DEC. 3, 4, 5, 1993

ROUND 2
LOUISVILLE, KY
FREEDOM HALL
DEC. 18, 19, 1993

ROUND 3
HUNTINGTON, WV
CIVIC CENTER
JAN. 1, 2, 1994

Racing Enterprises Presents

THE CARLSBAD CHRISTMAS GRAND PRIX
Sunday, December 5th

Membership Not Required
Please bring a canned or non-perishable food donation for the North County food drive and receive your tickets to the drawing for prizes awarded throughout the race day!

SCHEDULE
8-8:30 ..... Practice
9:00 ..... 500cc & OT's
10:00 ..... 125 & 80cc
11:00 ..... Vets
12:00 ..... One Lap Practice
12:30 ..... Industry
1:00 ..... 250cc
2:00 ..... Team Race

ENTRY FEES
Pros $30.00
Sportsman $30.00
Second Class ..... $ 20.00
Gates Open at 6:00 a.m.
Sign-up from 6-8:00 a.m.
Gate Fee $10.00
Six inch riding numbers required on front and side number plates. Black on White, White on Black, Black on Yellow or White on Green.

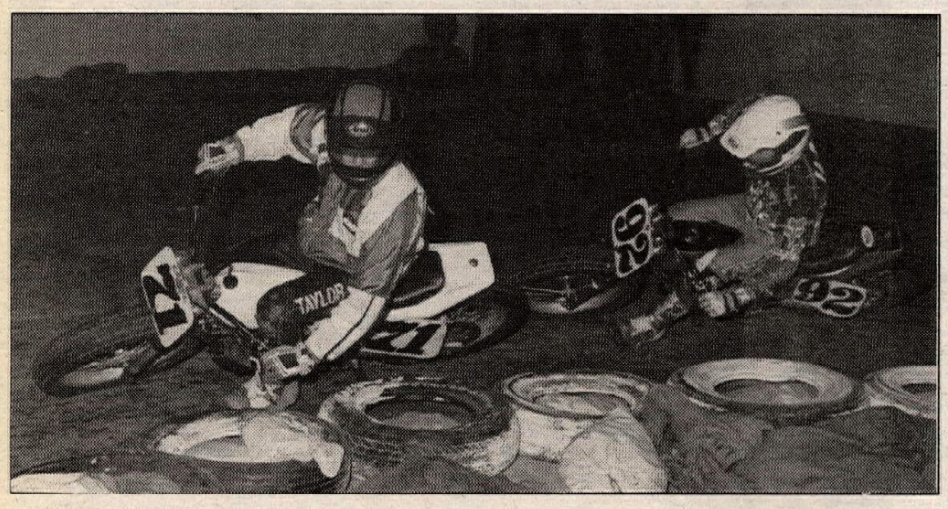
WISECO, GATORZ, enzo, THOR, DIRT SQUIRT, TRICK, BELL, WHITE Brothers, SMITH, SCOTT, NO FEAR, GALFER, ACERBIS, ENDURA, PRO VALVE, KTM, PRO CIRCUIT, XTREME

Carlsbad Raceway is located 8 miles east of I-5 and Palomar Road, turn left onto Business Park Drive.
No overnight camping. No bicycles, pit bikes or pit riding. Keep dogs on a leash.
For additional information contact Racing Enterprises at (619) 484-1441

EVENTS

Rick O'Donnell (241) topped the Junior Vet Novice class at the LACR Grand Prix.

Georgie Price (71) battled with Rodney Farris (92) at the Timonium indoor ST.



OPEN B: 1. Roger Hendon (Hon); 2. Rick Sims (Hon); 3. Stephen Hinks (KTM); 4. Billy Proffit (Hon); 5. Kip Haynie (Hon).

200 A: 1. Steven Gordon (Kaw); 2. Mike Morris (Hon); 3. Marty Rittenberry (Kaw); 4. Jeff Rummage (Kaw); 5. Shannon Owen (Hon).

OPEN A: 1. Harvey Whitaker (Hon); 2. Rod Thurley (Hus); 3. Jason Jenning (KTM); 4. Mark Thurman (Hon); 5. Mark Hosback (KTM).

SR: 1. Paul Michels (ATK); 2. David Graham (Yam); 3. William Bennett (Hon); 4. Larry Still (Hon); 5. Tom Todd (Hon).

125 B: 1. Jared Smith (Kaw); 2. John Lenard (Hon); 3. Mike Stinson (Yam); 4. Darin Phillips (Yam); 5. Jamie Wynn (Kaw).

250 B: 1. Robbie King (Hon); 2. Taras Massey (Kaw); 3. Tim Crain (Yam); 4. Gary Horton (Kaw); 5. Robert Ricketts (Kaw).

VET B: 1. Dallas Mayer (Yam); 2. Alan Garrett (Hon); 3. Donny Smith (Hon); 4. Billy Hall (Yam); David Lamberth (Kaw).

4-STRK: 1. Ken Satterfield (Hon); 2. Ed Taylor (Suz); 3. Robert Stephens (Hon); 4. Steven Thomas (Kaw); 5. Phillip Barker (Hon).

H/W TRL: 1. Greg Elrod (Hon); 2. David Zanet (Yam); 3. Chris Beard (Hon); 4. Robert Pitts (Hon); 5. David Ridgeway (Suz).

L/W TRL: 1. Scott Horton (Kaw); 2. Kirk Dendy (Yam); 3. Chris Hicks (Kaw); 4. Paul Wright (Yam); 5. James Bailey (Hon).

WMN: 1. Sherry Graham (Kaw).

Sweeten sweet at Timonium ST

By Len Breech

TIMONIUM, MD. NOV. 6

After getting passed in the late laps of the opening Baltimore County Trail Riders/ Cockeysville Optimist Club short track the previous week, Larry Sweeten held off the challenges of Taylor White to take the 250cc race at the second of six events.

Like last week, Sweeten was first off the line, this time with Taylor White, Warren Diem and Mike Mester close behind. While Diem fell, Brett Friedel bumped his way by Mester for third. Up front, the battle was between a pair of masters, who between them have the last four class titles. White tried several times to bump his way by Sweeten, but to no avail. Towards the end, White went into a holding pattern, while Friedel got closer in the late laps.

The 250cc Pro was also a masters battle, pitting two of the winningest riders in the 18-year history of the event. Georgie Price is the current master, and Rodney Farris the past master. Price had his Yamaha in front the entire way with Farris right behind but unable to take the lead away. In the mid-part of the race, a battle over third raged between Steve Burkholder, Ken Yodec and David Reeves. Burkholder took the spot.

In all but one of the other classess last week's winner also won tonight. The only other new winner was Brian Phillips in the 55cc (4-6) division. Corey Hormes had a tough time getting by Danny Guiseppe to take the 55cc (7-8) class, while Donnie Mullen fought off the late challenges of Jake Johnson in the 80cc class. After starting on the penalty line, Paul Lynch only led the final lap to take the 125cc final again from Todd Stith. Charles Majeski had an easy time taking the 360cc class.

Results

55 (4-6): 1. Brian Phillips (Yam); 2. Josh Wilson (Hon); 3. Shawn Foster (Yam); 4. Travis Moore (Hon); 5. Brian Uhler (Yam).

55 (7-8): 1. Corey Hormes (Itj); 2. Dan Guiseppe (Itj); 3. Nick Lapira (Yam); 4. John Kraft (Yam); 5. Chris Klinefelter (Hon).

85: 1. Donnie Mutten (Yam); 2. Jake Johnson (Hon); 3. Paul Allison (Hon); 4. Brody Miller (KTM); 5. David Moore (Yam).

125: 1. Paul Lynch (Hon); 2. Dale Verzi (Yam); 3. Jay Boarman (Kaw); 4. Jim Blair (Hon); 5. Tom Skethway (Hon).

250: 1. Larry Sweeten (Kaw); 2. Taytor White (Hon); 3. Brett Friedel (Yam); 4. Mike Mester (Yam); 5. Danny Reichert (Bul).

360: 1. Charles Majeski (Bul); 2. Rob Smith (Bul); 3. Brian Eckert (Hon); 4. Joe White (H-D); 5. Paul Shoemaker (Hon).

250 PRO: 1. Georgie Price (Yam); 2. Rodney Farris (Hon); 3. Steve Burkholder (H-D); 4. Ken Yoder (Yam); 5. Bob Sweeten (Kaw).

O'Donnell dominates Wild Turkey Grand Prix

By Greg Robertson

PALMDALE, CA, NOV. 14

Rick O'Donnell rode his Action Air-backed Honda CR500 to a convincing win in the Junior Vet Novice class at California Racing Club's Wild Turkey Grand Prix at Los Angeles County Raceway.

Scott Land got his bike fired up the quickest to lead O'Donnell, David Barlow and Joey Ozarek from the dead-engine start. Land controlled the lead for two laps before O'Donnell was able to reel him in on the faster sections of the track. Once around Land, it was clear sailing for O'Donnell, as he slowly pulled away to easily take the win after 45 minutes on the demanding sand track.

Both Ozarek and Barlow got around Land before the halfway point in the race to fight over the runner-up position. Land fell back slightly, then seemed to get his second wind as he got on the gas and repassed Ozarek and Barlow for second place with just a couple of laps remaining. Barlow stayed within striking distance but ended up finishing third behind the B&B Cycles-sponsored Land.

Levi Reid took top honors in the Mini Novice class after getting around fast starter Jason Webb on the opening lap. Andreu Labrador quickly worked up from his fifth-place start to challenge Reid for the lead by the second lap. The two riders went at it hard for the next 30 minutes until Labrador backed off the pace. Reid continued to push himself and greeted the checkered flag with a 10-second lead.

Ken Greene smoked the Vintage class, taking the checkered flag with nearly a one-minute lead.

Results

P/W B-2: 1. Terminator Garcia (Yam); 2. Ricky Hemme (Yam); 3. Dillon Hume (Yam); 4. Charles Messer (Yam); 5. Travis Wilson (Yam).

P/W B-1: 1. Vincent Rhoads (Yam); 2. Troy Tittlemier (Yam); 3. Eric Hunter (Yam); 4. Brett Mountain (Yam); 5. Travis Barden (Yam).

P/W A: 1. Anthony Barbacovi (Yam); 2. Chris Nihan (Yam); 3. Blake Mitchell (Yam); 4. Ricky West (Yam). 5. Kyle Barden (Yam).

P/W MOD: 1. Rick Oliver (Yam).

60 (0-8): 1. Darly Ecklund (Kaw); 2. Shane Smith (Kaw); 3. Blake Mitchell (Kaw); 4. Chris Nihan (Kaw); 5. Blake Margheim (Kaw).

60 (9-11): 1. Johner Faulkner (Yam); 2. David Jon Moreno (Kaw); 3. Gerard Patin (Yam); 4. Bradley Arnold (Kaw); 5. Christopher Leiker (Kaw).

80 (9-11): 1. J.R. Terry (Suz); 2. Justin Meramble (Yam); 3. Shane Mitchell (Kaw); 4. Jeff Riddle (Kaw); 5. Chris Dawson (Hon).

MINI BEG: 1. Shane Bess (Suz); 2. Ryan Orr (Yam); 3. Joshua Coffey (Kaw); 4. George La Monte (Suz); 5. Jay Schreffler (Yam).

MINI NOV: 1. Levi Reid (Yam); 2. Andreu Labrador (Suz); 3. Oscar Valdez (Yam); 4. Greg Andrew (Yam); 5. Jason Webb (Suz).

MINI INT: 1. Chris Gosselaar (Kaw); 2. Bryan McGavran (Yam); 3. Chris Neitzel (Kaw).

VINT: 1. Ken Greene (Hon); 2. Blair Risner (Hon); 3. Terry Gagnon (Oss); 4. Philip Zellmer (CZ).

DECADE: 1. Steve Lopez (CZ).

125 BEG: 1. Brian Ferrill (Suz); 2. Dennis Woodard (Suz); 3. Brian Miller (Suz); 4. Dustin Courtney (Hon); 5. Mike Johnson (Kaw).

125 NOV: 1. Shawn O'Brein (Suz); 2. Cliff Cook (Yam); 3. Ken Reed (Kaw); 4. Dean Ostrander (Suz); 5. Kevin Tarwater (Kaw).

125 INT: 1. Loren Jenkins (Hon); 2. Tracy Asher (Suz); 3. Turtle Wikoff (Hon); 4. Mike Crosby (Kaw).

250 BEG: 1. Brett Fox (Hon); 2. Wayne Zahrt (Yam); 3. Lasey Patterson (Hon); 4. Jeff Sablowski (Hon); 5. Keith Stoodley (Hon).

250 NOV: 1. Merle Hammer (Yam); 2. Peter Collins (Hon); 3. Bobby Hall (Suz); 4. Brett Fortner (Hon); 5. Scott Dolphin (Yam).

250 INT: 1. Ty Kady (Suz); 2. Jeff Ratzloff (Kaw); 3. Erik Lindstrom (Hon); 4. Eddie Staab (Suz); 5. Robbie Dunham (Yam).

250 PRO: 1. Tim Telford (Hon); 2. Mark Easley (Yam).

500 BEG: 1. Walt Kelly (Hon); 2. Chris Smith (Hon); 3. Robert Miller (Hon); 4. Chris Tonoli (Hon).

500 NOV: 1. John Tookey (Hon).

JR VET BEG: 1. Gabe Mendeez (Hon); 2. Chris Drewes (Kaw); 3. Jerry Pontius (Hon); 4. Kip Temple (Hon); 5. John Meissner (Kaw).

JR VET NOV: 1. Rick O'Donnell (Hon); 2. Scott Land (Hon); 3. David Barlow (Kaw); 4. Joey Ozarek (Suz); 5. Scott Hack (Yam).

JR VET INT: 1. Darren Elliott (Hon); 2. Everret Neal (Yam); 3. Daniel Cleveland (Yam); 4. Jerry Coffey (Hon).

JR VET EX: 1. Jon Zahrt (Yam); 2. Mike Webb (Suz); 3. Tom Webb (KTM).

VET BEG: 1. Ed Tripp (Hon); 2. Gary Yearsley (Yam); 3. Robert Von Schneidau (Yam); 4. Tom Miller (Kaw); 5. Phil Davy (Suz).

VET NOV: 1. Dale Tittlemier (Kaw); 2. Scott Pekarek (Hon); 3. Alon Sahar (Yam); 4. Blake Orgill (Kaw); 5. Mike Borger (Yam).

VET INT: 1. John Langhammer (Kaw); 2. Leo Saul (Suz); 3. Rick Johnson (Hon); 4. Karl Allen (Hon); 5. Chris Leiker (Hon).

VET EX: 1. Jon Zahrt (Yam); 2. Randy Tittlemier (Suz).

SR BEG: 1. Hans Guggenmos (Hon).

SR NOV: 1. Michael Burnett (Suz); 2. Charles Howell (Yam).

SR EX: 1. Chris Slick (Hon); 2. Bob Dunham (Yam); 3. Ken Renaux (Yam).

OT NOV: 1. Larry Kirsch; 2. John Craft; 3. Bob Klatt.

OT AM: 1. Bob Sherred; 2. Hank Owen; 3. Bob Breach; 4. Charles Watanabe; 5. Steve Popjoy.

OT EX: 1. Mike Chesbro (Hon); 2. Doug Rodrigues (Kaw); 3. Jim Smith (KTM); 4. Herbert Allen (Kaw); 5. Ken Beach (Hon).

OT MSTR: 1. Jack Kell (Hon); 2. Bill Carr (Yam); 3. Layman Gattis (Hon).

Greenleaf jams at Aztec MX

By Mike Arnold Jr.

AZTEC, NM, OCT. 17

Suzuki 125 rider Joseph Greenleaf claimed the 125cc Jr. win at Aztec Motocross's local championship final.

The first 125cc Junior moto saw Honda rider Jerrett Guillory pull the holeshot followed by Greenleaf and Yamaha-mounted Jeff Montoya. Halfway through the first lap, Greenleaf fell on a wet downhill and was run over by Montoya. With Greenleaf and Montoya down, Guillory went uncontested for the moto win. Montoya and Greenleaf remounted and finished second and third.

Moto two left the starting area, and this time it was Greenleaf with the lead followed by Montoya and Guillory. The lead trio circled the track wide open, all within two bike lengths of each other. On the second lap, Guillory dove inside of Montoya and slammed into Greenleaf. The move caused Greenleaf to slide out and fall back to third place. On the next lap, Guillory forced Montoya off the racetrack and into a hole. Greenleaf cruised home with the moto win. Guillory rode to the checkers in second place but was disqualified due to his actions in the corners. The overall win went to Greenleaf with Montoya second and YZ-mounted Tommy Fields in third.

In the 250cc Pro class, hometown favorite, Jules Farmer, Californian Dave Kopels and mountain-biker Greg Herbold locked horns. Moto one saw Kopels pull the holeshot over Farmer and Herbold. Farmer dogged Kopels for the entire moto but never found a way around him, and Kopels took the win.

In moto two, Kopels holeshot with Herbold in second. Farmer managed third but quickly slipped into fourth as Dave Cullinan, a 250cc Intermediate, rode into third. It didn't take long for Farmer to get by Cullinan and Herbold. Farmer pursued Kopels for two laps. Farmers and Kopels went down the long straight and into the preceding left-hand turn. Kopels rode the tight inside and Farmer railed the outside. As they entered the whoops, Kopels could only double, while Farmer was able to triple the section.

Kopels was able to keep Farmer within striking distance for two laps until a bobble dropped him back into the clutches of Herbold. Herbold chased Kopels to no avail. Farmer went on to win the moto.

In the 125cc Beginner motos, Jerry Mills and Mike Arnold split moto wins. However, the overall win went to Ryan Onan due to his consistent 2-2 moto scores. Warren Eden again dominated the 500cc Amateur class after receiving strong competition from Eddie Farley. Third place honors went to Honda-mounted John Petraszewski.

Results

P/W BEG: 1. Martin Montano (Yam); 2. Jeremy Farley (Suz); 3. Mark Graddy (Yam); 4. Vincent Reynolds (Yam); 5. Zane Devilbiss (Yam).

P/W MOD: 1. Jacob Roach (Yam).

60 BEG: 1. Jesse Hathcock (Yam); 2. Kyle Roach (Yam).

80 BEG: 1. Brandon Sydall (Kaw); 2. Ryan Gunnink (Yam); 3. Shane Devilbiss (Kaw).

JR: 1. Ronnie Clark (Kaw); 2. B.B. Carter (Yam); 3. David Hathcock (Suz).

125 BEG: 1. Ryan Onan (Kaw); 2. Jerry Mills (Kaw); 3. Jarvis Yazzie (Yam); 4. Mike Arnold (Yam); 5. Jimmy Mahan (Kaw).

JR: 1. Joseph Greenleaf (Suz); 2. Jeff Montoya (Yam); 3. Tommy Fields (Yam); 4. Nicholas Marx (Hon); 5. Jerrett Guillory (Hon).

250 BEG: 1. John Perpar (Kaw); 2. Eddie Farley (Hon); 3. Scott Daubert (Yam); 4. Mike Smith (Kaw); 5. Randy Zenonian (Suz).

TNT: 1. Dave Cullinan (Hon); 2. John Tomac (Yam); 3. Luke Fennewald (Suz); 4. Travis Ferrey (Yam); 5. Sam Goodman (Yam).

PRO: 1. Jules Farmer (Kaw); 2. Dave Kopels (Hon); 3. Greg Herbold (Yam).

500 AM: 1. Warren Eden (Kaw); 2. Eddie Farley (Hon); 3. John Petraszewski (Hon).

PRO: 1. Jules Farmer (Kaw); 2. David Fay (Kaw).

VET BEG: 1. Martin Montano (Hon); 2. Ray Amos (Suz); 3. Jim Ferrey (Yam); 4. Scott Zenonian (Suz).

Randt roasts Turkey Creek Enduro

By Jan B. Warner

NEW PARIS, IN, NOV. 7

Alan Randt, former ISDE medalist and Team Manager, overcame a rough start to capture the overall win at the 18th Annual Turkey Creek Enduro.

Randt dropped 26 points over this year's 94.7-mile run. Randt had the worst score after the first section. However, Randt regained his composure and went on to take the win by one point.

Jeff Fredette would have added another Turkey Creek win to his long list of victories had he not rode into a secret check a minute hot. Fredette was not the only rider to feel the heat of Trailboss Jerry Yoder's check placement skills. At secret check number two over 20% of the field arrived at least one minute hot. With his two-point penalty for arriving early, Jeff had a score of 28.

KTM pilot Brian Lohman had some bad luck, losing his score card somewhere in the Indiana woodlands. After club members tallied the back-up sheet records and added a 10% penalty per AMA rules, Lohman ended up with a total of 30 points.

Steve Narel captured the overall A title with a score of 27 points. Narel had actually beaten Randt's score in the first emergency check by over one and a half minutes. Narel said that he was scored incorrectly in the first check at 4.0 miles. After cosulting the back-up sheets and check crew personnel, officials let Narel's score stand.

Overall B winner, Rob McGee, burned two checks and still bested the rest of the B competitiors by at least four points. McGee's score was a respectable 43. CN

Results

AA: 1. Alan Randt (KTM); 2. Jeff Fredette (Kaw); 3. Brian Lohman (KTM).

200 A: 1. Joe Schmidt (Kaw); 2. Paul Huggins (Kaw); 3. Terry Bender (Kaw); 4. Donald Rainey (Kaw).

250 A: 1. Steve Narel (Kaw); 2. Brent Floyd (KTM); 3. Ron Scharphorn (KTM); 4. Aaron Barth (KTM); 5. Steve Vollmar (KTM).

OPEN A: 1. Daniel Griswald (KTM); 2. Jeff Kirkwood (KTM); 3. Jack Barnett (KTM); 4. Rodney Brown (KTM); 5. Brent Dillman (Hus).

VET A: 1. Duane Eller (Hon); 2. Kevin Vollmar (Suz); 3. Fred Fischmeister (KTM); 4. Jeff Mullendore (Yam); 5. Robert Parrot (KTM).

SR A: 1. Terry Flynn (Hon); 2. Dan Smith (KTM); 3. John Montgomery (Hon); 4. Cloyce Brinkerhoff (Hus).

125 B: 1. Darrin Bradley (Kaw); 2. Matt Lohone (Hon); 3. Timothy Spurlock (Hon).

200 B: 1. Bruce Vannatta (Suz); 2. David Conti (Kaw); 3. Tim Ederer (Kaw); 4. Phillip England (Yam); 5. James Penton (Kaw).

250 B: 1. Rob McGee (Suz); 2. Miro Pokorny (Suz); 3. Charles Miller (Suz); 4. Michael Grimm (Hon); 5. Dale Hodge (Hon).

OPEN B: 1. Brett Chitwood (KTM); 2. Rory Densmore (KTM); 3. Clint Southworth (KTM); 4. Wes Habermehl (KTM); 5. Scott Rugenstein (KTM).

4-STRK B: 1. Jeffery Evans (Hon); 2. Jerry Weldy (Hon); 3. Daniel Granderson (Hon); 4. James Binkley (Hon); 5. Daniel Todd (Hus).

SR B: 1. Daniel Sanders (KTM); 2. Joseph Daugherty (Hon); 3. Randy Nerren (Kaw); 4. Jeffery Fisher (Kaw); Michael Wilhelm (Hon).

SR: 1. Carl Scharphorn (KTM); 2. Harold Hall (Hus); 3. Terry Fewell (Kaw); 4. Cornelius Scharphorn (KTM).

C: 1. David Lipovsky (Kaw); 2. Mark Ellison (Hon); 3. Tony Reed (Yam); 4. Mark Lipovsky (Hon); 5. Steven Parker (Yam).

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- ★ 1993 German Grand Prix
- ★ 1993 Dutch (Assen) Grand Prix
- ★ 1993 Isle of Man T.T.

MOTOCROSS

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USG P as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles-Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focuses on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

SUPERCROSS

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

TOURING & ROAD RIDING

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 /50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. This is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media Group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81 B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82D) '93 Spanish RR Grand Prix
55 minutes from Motovideo.

(#80D) '93 Japanese RR Grand Prix
55 minutes from Motovideo.

(#93D) '93 Austrian RR Grand Prix
55 minutes from Motovideo.

(#84D) '93 German RR Grand Prix
55 minutes from Motovideo.

(#87D) '93 Dutch RR Grand Prix
55 minutes from Motovideo.

(#96D) '93 Australian RR Grand Prix
55 minutes from Motovideo.

(#98D) '93 Malaysian RR Grand Prix
55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91 - White Lightning brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 105 minutes from Duke Video USA.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT'92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#403A) 1991 World Superbike Not Available
Doug Polen and Scott [illegible] their rivalry at [illegible] the 1991 World [illegible]es, the last World Super[illegible] run in the US. 55 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McElnea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

SPEEDWAY

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

CRASHES

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, drown-outs, loop-outs, endos, and a cast of thousands - the Mud Fleasi 60 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, pro MX and more. 60 minutes from Powersports Video.

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ on route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

VINTAGE

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the Illhandling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and morel 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing Into History
Four famous British circuits & legendary heroes;,John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 minutes from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

ENDURO

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110) 1990 Blackwater 100
The original "Blackwater-The Video", 60 minutes of the 1990 World's Toughest Race; from Motovideo.

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

INSTRUCTIONAL & TECHNICAL

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, and make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#21) Fudamentals of Off-Road Riding
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking like new-and save hundreds of dollars. Joe Minton hosts. From Tech Tapes.

(#100) Rick Johnson's ""Motovation"
Rick Johnson shows your how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club roadracing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

DRAG RACING

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video

MOVIES

(#14) Harley Davidson:® The American Motorcycle
All motorcycle fans will love this exciting trip through the past century of motrcycle history - including everything about the legend of Harley-Davidson. Join Hoyt Axton & nine other famous hosts in the world's only authorized H-D video. 73 minutes from Motovideo.

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1 971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hiliclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

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Race Day Entry.....$25
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Must Enter A Series Race To Qualify For Finals
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GATES OPEN AT 6:30 A.M.
Practice: 7:30 a.m. - 8:30 a.m.
Riders Meeting: 8:45 a.m.
RACING BEGINS 9:00 A.M.
• 6 Riders Make A Class
• Pee Wees Race On Separate Track

Contact: Joel Smith
(909) 880-3090
Everybody Welcome at Championship Finals

GLEN HELEN

Thurs., Nov. 25	Track Closed - Thanksgiving Day
Sun., Nov. 28	GHR Championship MX Series #3
Sun., Dec. 5	Double Cross GP
Sun., Dec. 12	SRA GP
Sun., Dec. 19	GHR Championship MX Series Finals
Sun., Dec. 26	FREE Open MX Practice
Sun., Jan. 2	Open MX Practice
Sun., Jan. 9	Double Cross GP

Track Watered and Prepped for Open Practice
Thurs. Open MX Practice Two Tracks
8 a.m. to Dusk
GP Track Re-Prepped From 12pm-1pm
Sat. Open MX Practice Two Tracks
GP Track - 8:00 a.m. to 12:00 p.m.
MX Track - 8:00 a.m. to 5:00 p.m.
Sun. Open MX Practice
8:00 a.m. to 5:00 p.m. on MX Track
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WHAT'S HAPPENING
November 28
GHR Championship MX Series #3
Qualify to win over $40,000 in season passes at the Dec. 19 final

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GFI RACING (909) 371-3434

Sat., Nov. 27	GFI Thanksgiving Sat. Morn. MX	Perris
Sun., Nov. 28	'93 GFI Fall Series - Rnd. 5 (finale)	Perris
Sat., Dec. 4	GFI Super Sat. Morn. MX	Perris
Sat., Dec. 11	GFI Super Sat. Morn. MX	Perris

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/27/94	Eastern Creek, Australia
4/10	Shah Alam, Malaysia
4/24	Suzuka City, Japan
5/8	Jerez, Spain
5/22	Salzburg, Austria
6/12	Hockenheim, Germany
6/25	Assen, Holland
7/10	Mugello, Italy
7/17	Magny-Cours, France
7/24	Donington, England
8/21	Brno, Czechoslovakia
9/11	Monterey, California
9/25	Buenos Aires, Argentina
10/2	Rio de Janeiro, Brazil
10/16	Catalunya, Spain

World C'ship Superbike Road Race Series

5/1/94	Donington Park, England
5/8	Monza, Italy
5/22	Albacete, Spain
5/29	Estoril, Portugal
6/12	Misano, San Marino
6/19	Hockenheim, Germany
7/17	Osterreichring, Austria
8/7	Anderstorp, Sweden
8/21	Johor, Malaysia
8/28	Sugo, Japan
9/11	Assen, Holland
9/18	Spa-Franchorchamps, Belgium
10/16	Mexico City, Mexico
10/23	Buenos Aires, Argentina

World C'ship 125cc MX Series

4/10/94	Chaulieu, France
4/24	Guaruja, Brazil
5/1	Cosquin, Argentina
5/15	Bellpuig, Spain
6/5	Hagabanene, Sweden
6/19	Kaposvar, Hungary
7/3	Marijump, Australia
7/17	Borgo Mag, San Marino
7/31	Goldbach, Germany
8/7	Foxhill, England
8/28	Borgloon, Belgium

World C'ship 250cc MX Series

3/20/94	Jerez, Spain
3/27	Valkenswaard, Holland
5/1	Schwanenstadt, Austria
5/8	Ernee, France
5/15	Gdynia, Poland
6/12	Lommel, Belgium
6/19	Foxhill, England
6/26	Holice, Czechoslovakia
7/10	Uddevalla, Sweden
7/17	Heinola, Finland
7/31	Budds Creek, United States
8/7	Maracay, Venezuela
8/21	Suzuka City, Japan
9/4	Gaildorf, Germany

World C'ship 500cc MX Series

4/10/94	Payerne, Switzerland
4/24	Sittendorf, Austria
5/8	Hawkstone Park, England
5/15	Kilinchy, Ireland
6/5	Sverepec, Finland
6/19	Mill, Holland
6/26	Blangies, France
7/3	Agueda, Portugal
7/17	Fokendange, Luxembourg
8/7	Namur, Belgium
8/21	Holzgerlingen, Germany

Motocross des Nations

9/11/94	Roggenburg, Switzerland

AMA Grand Nat'l C'ship Series

3/12/94	Daytona, FL
4/23	Sacramento, CA
5/1	San Jose, CA
5/7	*Bakersfield, CA
5/14	Pomona, CA
5/29	DuQuoin, IL
6/4	Mineralwells, WV
6/18	Dallas, TX
6/25	Lima, OH
7/2	*Harrisburg, PA
7/9	Lake Odessa, MI
7/16	Hagerstown, MD
7/23	*Sedalia, MO
7/30	Oklahoma City, OK
8/7	Peoria, IL
8/10	Rapid City, SD
8/13	Denver, CO
8/20	Indianapolis, IN
8/27	Mineralwells, WV
9/4	Springfield, IL
9/10	Castle Rock, WA
9/17	Sacramento, CA
9/25	San Jose, CA
10/1	*Bakersfield, CA
10/8	Pomona, CA
10/16	*Del Mar, CA

*Tentative
Info 614/891-2425

AMA Camel Supercross Series

1/15/94	Orlando, FL
1/22	Houston, TX
1/29	Anaheim, CA
2/5	San Diego, CA
2/12	Tampa, FL
2/26	Atlanta, GA
3/12	Daytona Beach, FL
3/19	Indianapolis, IN
3/26	Charlotte, NC
4/9	Pontiac, MI
4/16	Minneapolis, MN
4/23	Irving, TX
5/7	Seattle, WA
6/4	San Jose, CA
6/11	Las Vegas, NV

Info 614/891-2425

AMA 125/250cc Nat'l C'ship MX Series

3/6/94	Gainesville, FL
5/22	Southwick, MA
5/29	Mt. Morris, PA
6/19	Sacramento, CA
7/3	Buchanan, MI
7/10	Budds Creek, MD
7/17	New Berlin, NY
7/31	Troy, OH
8/7	Millville, MN
8/14	Washougal, WA
8/28	Binghamton, NY
9/4	Delmont, PA

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

3/8-13/94	Daytona Beach, FL
3/25-27	Phoenix, AZ
4/8-10	Pomona, CA
4/22-24	Braselton, GA
5/20-22	Monterey, CA
6/10-12	Elkhart Lake, WI
6/17-19	Loudon, NH
6/15-17	Lexington, OH
6/29-31	Brainerd, MN
8/19-21	Sonoma, CA

AMA Suzuki Dual Sport Trail Ride Series

11/26-28 L.A. to Barstow to Las Vegas
Info 614/891-2425

AMA/CCS C'ship Cup Series

12/12 SF W. Palm Beach, FL
Info 704/684-4297

AMA Mid-South C'ship Winter Hare Scrambles Series

12/5	Lynnville, IN
1/9/94	Bremen, GA
1/23	Tupelo, MS
2/6	Centerville, TN
2/20	Hohenwald, TN
3/6	Greenville, KY
4/17	Fordsville, KY

Info 615/331-1475

Nevada Rally

8/13-20 Las Vegas, NV
Info 619/562-1440

NETRA C'ship Turkey Run Series

12/12 Plympton, MA
Info 203/875-5757

NESC C'ship Motocross Series

3/27/94	Middleboro, MA
4/3	Southwick, MA
4/10	Middleboro, MA
4/17	Middleboro, MA
4/24	Southwick, MA
5/1	Middleboro, MA
5/8	Central Village, CT
5/15	Southwick, MA
5/29	Lewiston, ME
5/30	Lewiston, ME
6/5	Middleboro, MA
6/12	Southwick, MA
6/19	Central Village, CT
6/26	Southwick, MA
7/3	Lewiston, ME
7/4	Lewiston, ME
7/17	Southwick, MA
7/24	Middleboro, MA
7/31	Southwick, MA
8/7	Middleboro, MA
8/13	Lewiston, ME
8/14	Lewiston, ME
8/21	Central Village, CT
8/28	Southwick, MA
9/4	Lewiston, ME
9/5	Lewiston, ME
9/11	Southwick, MA
9/18	Middleboro, MA
9/24	Lewiston, ME
9/25	Lewiston, ME
10/2	Central Village, CT
10/9	Southwick, MA
10/16	Middleboro, MA
10/23	Southwick, MA
10/30	Middleboro, MA
11/6	Middleboro, MA

Info 413/772-0685

FTR C'ship Enduro Series

1/16/94	Charleston, SC
3/13	Ocala, FL
5/1	Olustee, FL
5/29	Richloam, FL
6/12	Daytona, FL

Info 407/264-0559

FTR C'ship Hare Scrambles Series

12/4-5	Lake Wales, FL
1/8-9/94	Ocala, FL
1/29-30	Bradenton, FL
2/5-6	Ft. Myers, FL
3/5-6	TBA, FL
3/19-20	Orlando, FL
4/9-10	Ocala, FL
5/14-15	Titusville, FL

Info 407/264-0559

SETRA C'ship Enduro Series

1/16/94	Charleston, SC
1/30	Wedgefield, SC
3/6	Pelion, SC
3/13	Palatka, FL
3/27	Lenoir, NC
5/1	Olustee, FL
5/22	Maxeys, GA
5/29	Richloam, FL

Info 205/872-4286

SETRA C'ship Hare Scramble Series

12/5	Dallas, GA
12/12	Cochran, GA
1/9/94	Maxeys, GA
2/6	Willington, SC
2/20	Holly Hill, SC
4/3	Piney Woods, GA
4/17	Dallas, GA
4/30	Charlotte, NC
5/15	Maxeys, GA

Info 706/468-1328

LaPlaya MX GP Series

12/5	Rosarito, B.C., MEX
2/27/94	Rosarito, B.C., MEX
5/22	Rosarito, B.C., MEX
8/14	Rosarito, B.C., MEX
10/2	Rosarito, B.C., MEX
12/4	Rosarito, B.C., MEX

Info (001-52-661) 22525

ADRA Int'l Desert Racing Series

12/4 Sonoyta, MEX
Info 602/252-1900

ATA C'ship Observed Trials Series

11/28 Lucerne Valley, CA
Info 213/259-6631

CMRRA YSR Road Race Series

12/11-12 Perris, CA
Info 909/674-2007

CMRRA 50cc-125cc C'ship Road Race Series

2/6/94	Lake Perris, CA
3/6	Palomar, CA
4/3	Lake Perris, CA
5/14-15	Phoenix, AZ
6/5	Palomar, CA
7/2-3	Lake Perris, CA
7/31	Lake Perris, CA
8/TBA	Reno, NV
9/18	Lake Perris, CA
10/8-9	Lake Perris, CA
11/6	Palomar, CA
12/3-4	Lake Perris, CA

Info 909/674-2007

AMA Amateur Supercross Series

1/22/9	Houston, TX
2/12	Tampa, FL
2/26	Atlanta, GA
3/20	Indianapolis, IN
3/26	Charlotte, NC
4/16	Minneapolis, MN
4/24	Dallas, TX
6/5	San Jose, CA

AMA Florida Winter Series

1/1-2/94	Gainesville, FL
1/8-9	Ocala, FL
1/22-23	Dade City, FL
1/29-30	Gainesville, FL

GFI Racing North Winter Motocross Series

1/2/94	Brentwood, CA
1/9	Hollister, CA
1/16	Sacramento, CA
1/23	TBA, Rain Date
1/30	Brentwood, CA
2/6	Oakdale, CA
2/13	TBA, Rain Date
2/20	Hollister, CA

209/673-8080

WSMC Road Race Series

12/18-19	Rosamond, CA
1/15-16/94	Rosamond, CA
2/19-20	Rosamond, CA
3/19-20	Rosamond, CA
4/16-17	Rosamond, CA
5/14-15	Rosamond, CA
6/18-19	Rosamond, CA
7/16-17	Rosamond, CA
8/20-21	Rosamond, CA
9/17-18	Rosamond, CA
10/15-16	Rosamond, CA
11/19-20	Rosamond, CA
12/17-18	Rosamond, CA

Info 805/256-1234

WSDRA Dirt Track Series

1/9/94	Rosamond, CA
1/23	Rosamond, CA
2/6	Rosamond, CA
2/20	Rosamond, CA
3/5	Rosamond, CA
3/19	Rosamond, CA
4/2	Rosamond, CA
4/16	Rosamond, CA
4/29	Rosamond, CA
5/16	Rosamond, CA
5/21-22	Rosamond, CA
6/4	Rosamond, CA
6/18	Rosamond, CA
7/9	Rosamond, CA
7/23	Rosamond, CA
8/6	Rosamond, CA
8/27	Rosamond, CA
9/10-11	Rosamond, CA
9/30	Rosamond, CA
10/14	Rosamond, CA
10/29	Rosamond, CA
11/12	Rosamond, CA
11/26	Rosamond, CA
12/10	Rosamond, CA

NOVEMBER

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

DECEMBER

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

• Denotes Pro Payback

Fri, Nov 26

NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

Nov 26-27

CALIFORNIA DUAL SPORT
AMA Nat'l Trail Ride Series, D-37. L.A.-Barstow to Vegas. Colton 310/826-7656.

Sat, Nov 27

ARKANSAS SHORT TRACK/TT
• West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFORNIA MOTOCROSS
Motowest Racing, Round #10 Hi-Point Series, Hollister Hills MX Park, Hollister. Info: 408/238-8202 or 637-2073.
CALIFORNIA HARE & HOUND
So. Cal. M/C Turkey Chase Hare & Hound, Lucerne Valley. Info: 619/949-5027.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
FLORIDA MOTOCROSS
Prosports USA Fall Series, Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info: 904/784-4787.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
NEVADA HARE & HOUND
USA Promotions, Fallon to Lovelock Desert Challenge, Fallon. Info: 702/358-5905.
OREGON FLAT TRACK/TT
Craig Farnsworth's Indoor Races, Salem Fairgrounds, Salem. Info: 503-777-2929.

Sun, Nov 28

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
CALIFORNIA MOTOCROSS
GHR Championship MX Series. Glen Helen Raceway, San Bernardino. Info: 909/880-3090.
CALIFORNIA MOTOCROSS
G.F.I. Sand Hills Ranch, Brentwood. Info: 209/524-7013.
CALIFORNIA GRAND PRIX
Glen Helen M/C. Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA OBSERVED TRIAL
AMA/ATA/TTC Left Over Turkey Trial. Johnson Valley OHV Area, Lucerne Valley. Info: 213/259-6631.
DELAWARE MOTOCROSS
Delaware Motor Sport, Inc. Seaford Speedway, Seaford. (302/335-4386.
FLORIDA MOTOCROSS
Reeves Promotions. County Line Raceway, Ona. Info: 813/751-2116.
INDIANA MOTOCROSS
Grand Prix. Haspin Acres Motor Park, Laurel. Info: 513/353-3555.
KANSAS HARE SCRAMBLE
K.O.R.R. Championships Green Acres 2-man. Info: 316/636-5113.
MASSACHUSETTS TURKEY RUN
NETRA Chilly Chili, Plympton. Info: 203/875-5757.
MISSOURI MOTOCROSS
Forsyth Ranch, Hwy 32 and Jet. P, Long Lane. (417) 345-5621.
NEW YORK SPEEDWAY
C'ship Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Fall Series, Lenoir. Info: 704/758-4342 or 919/921-2322.
OHIO HARE SCRAMBLE
CRA Lightning Raceway, Uhrichville. 614/922-4775.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
PENNSYLVANIA MOTOCROSS
AMA/D-6 Flying Dutchmen M/C. Pine Grove. Info: 717/345-6340 or 8734 or 8918.
SOUTH CAROLINA MOTOCROSS
Chris Boyd Low County MX. Hardeeville. Info: 803/757-4226.
SOUTH CAROLINA MOTOCROSS
Chris Boyd, Low Country Mx, Purrysburg Rd, Hardeeville. Info: 803/757-4226.
WASHINGTON ARENACROSS
CMC/Webb Hill Raceways, Northwest Arenacross Nationals, Evergreen State Fairgrounds, Monroe. Info: 206/854-0769.

Fri, Dec 3

NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
OHIO INDOOR MOTOCROSS
Action Sports Promotions, Inc/AMA, Ohio State Fairgrounds Coliseum, Columbus. Info: 614/594-6686.

Dec 3-5

ILLINOIS ARENACROSS
• Mike Kidd Promotions, Inc. AMA Nat'l Arenacross Series. MetroCentre, Rockford. Info: 817/834-2298.

Sat, Dec 4

ARKANSAS SHORT TRACK/TT
• West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA MINI MOTOCROSS
CMMC, Barona Raceway, Ramona. Info: 619/561-9016.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFORNIA MOTOCROSS
• GFI. Oatfield MX Park, Turlock. Info: 667-7109.
CALIFORNIA SHORT TRACK
Southern California Flat Track Assoc. Glen Helen Speedway, San Bernardino. Info: 714/956-0556.
CALIFORNIA SPEEDWAY KARTS
Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA SPEEDWAY
International Fall Classic. O.C. Fairgrounds, Costa Mesa. Info: 714/492-9933.
CALIFORNIA SHORT TRACK
Southern California Flat Track, Glen Helen Raceway, San Bernardino. Info: 714/956-0556.
CALIFORNIA MOTOCROSS
Motowest Racing, Round #11 Hi-point Series, Hollister Hills MX Park, Hollister. Info: 408/238-8208 or 637-2073.
FLORIDA MINI MOTOCROSS
ProSports USA Round 5. Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
MEXICO HARE & HOUND
American Desert Racing Assoc. 17th Annual Sonoyta to Rocky Point., Sonoyta, Rocky Point. Info: 602/997-1633.
MINNESOTA INDOOR MOTOCROSS
USA Motosports/GR Promotions, Minneapolis Metrodome, Minneapolis. Info 612/882-1020.
NEW YORK BANQUET
AMA N.Y. State Hare Scramble Awards Banquet. Dillons Restaurant, Marietta. Info: 716/335-6456 or 895-7654.
OHIO INDOOR MOTOCROSS
Action Sports Promotions, Inc/AMA, Ohio State Fairgrounds Coliseum, Columbus. Info: 614/594-6686.

Dec 4-5

CALIFORNIA GRAND PRIX
• AMA/D-37, Prospector's M/C. 2nd Annual California City Grand Prix, California City. Info: 818/332-1573.
CALIFORNIA MINI ROAD RACE
AMRRA 50cc Mini Road Race. Adams Kart Track, Riverside. Info: 310/516-8666.
FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Lake Wales. Info: 407/264-0559.
PENNSYLVANIA SWAP MEET
Scooter Luke Events third annual Christmas Swap-a-rama. Pittsburgh Expo Mart, Pittsburgh. Info: 216/967-1152.

Sun, Dec 5

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
ARIZONA MOTOCROSS
• GFI Arizona. Mountain View Raceway, Tucson. Info: 602/437-5767.
CALIFORNIA GRAND PRIX
Double Cross. Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA OFF-ROAD
SDCSCI/FRT/Team Difficult Cycle Parts West Notorious Dawg 3-hour team race benefit for Battered women and children. Lake Superstition North, El Centro. Info: 619/427-5759.
CALIFORNIA MOTOCROSS
CMC, Barona Raceway, Ramona. Info: 619/561-9016.
CALIFORNIA MOTOCROSS
• GFI. Oatfield MX Park, Turlock. Info: 667-7109.
CALIFORNIA MARATHON
Sand Hill Ranch, Brentwood. Info: 209/524-7103.
CALIFORNIA MOTOCROSS
CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA GRAND PRIX
Two hour enduro-thon series, San Jose Speedway, Monterey. Info: 408/224-4412 or 295-6906.
CALIFORNIA DIRT TRACK
WSDRA, 3/8 mile, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA SPEEDWAY
WSDRA, 1/10 mile support speedway, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA GRAND PRIX
Racing Enterprises Christmas G.P., Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
FLORIDA MOTOCROSS
Reeves Promotions. County Line Raceway, Ona. Info: 813/751-2116.
FLORIDA MOTOCROSS
West Fla. Motocross Park, Milton. Info: 904/994-2884.
GEORGIA MOTOCROSS
Dixie M/C. Hillbilly Hills MX, Roberta. Info: 912/788-0413.
GEORGIA HARE SCRAMBLE
SE&TRA Husky Hills Hare Scramble, Dallas.
KENTUCKY MOTOCROSS
Pendleton Co. M/C Park, Gardnersville. Info: 606/472-3442.
KENTUCKY OFF ROAD/POKER RUN
Daniel Boone Motocross Park, London. Info: 606/877-1364.
INDIANA HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series, Lynnville. Info: 615/331-1475.
INDIANA HARE SCRAMBLES
Plymouth Blackhawks MC, Corner of Rd. 8 & 17-so. of Plymouth, Culver. Info: 219/259-0103 or 842-2224.

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FRIDAY NIGHT, DEC. 3rd
JUST IN TIME FOR CHRISTMAS!
BUY OR SELL INDOORS
5:00 pm-10:00 pm
HARLEY-DAVIDSON & OTHER NEW OR USED PARTS, ACCESSORIES, & RIDING GEAR
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Not good with any other offer or discount

IN DOOR SWAPMEET
SAT. DEC. 4th
5:00 pm - 9:00 pm
BUY OR SELL INDOORS
RAIN OR SHINE
24 HR: (714) 364-3672
Parts & Accessories and Cars For Sale Area
DISCOUNT COUPON $1.00 OFF ONE ADULT ADMISSION
GOOD DECEMBER 4th ONLY
VOLKSWAGEN SWAPMEET
Not good with any other offer or discount

So Cal M/C
Turkey Chase
Hare & Hound
Saturday, November 27, 1993
Lucerne Valley, CA
Info: Call Slim (619) 949-5027

CRC California Race Schedule
100% PRO PAYBACKS/200% PRO PAYBACK FRIDAYS

Sun., Nov. 28	MX	L.A.C.R.
Sun., Dec. 5	MX	L.A.C.R.
Sun., Dec. 12	GP "Merry Christmas"	L.A.C.R.
Sun., Dec. 19	MX	L.A.C.R.
Sun., Dec. 26	No Race	

3 Tracks, Pee Wee - 60 & 80 - Motorcycles
9 a.m. - 2 p.m. Every Sat. - LA County Raceway
CRC Info (805) 272-8889

Tulare Cycle Park
Tulare, CA Event Calendar

Dec. 4	Open M.X. Practice
Dec. 5	MX C.V. C'ship Series #4
Dec. 12	T.T. Dirt Track (Modern & Vintage)
Dec. 18	Open M.X. Practice

All Events Motorcycles Only
M.X. Practice 9 a.m. to 2 p.m.
INFO: (209) 685-0503

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STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds
Moreno Valley California
OPEN PRACTICE SCHEDULE:
Prac. Admission is $15.00 per bike, includes rider, spectators $4.00
OPEN PRACTICE TUESDAYS
9:00 a.m. - 2 p.m. & 4:00 p.m. - 10 p.m.
OPEN PRACTICE SATURDAYS
9:00 a.m. - 1 p.m. - The Track is groomed and watered
NEW Video Arcade, Concession Stand, Pay Phone MORE New Lights On Main Track!
All New Pee Wee Track, Double Size - Start Gate, GrandStands - Restrooms
Info Call: 714-855-2707

PROSPECTORS M/C PRESENTS

CALIFORNIA CITY

- Best of the West Series Points
- AMA Sanctioned/D/37 Points
- Quad Riders 16 or older
- Deadman switch required - Quads
- Minors accompanied by parent, legal guardian to enter race
- No Play Riding
- Team Race offering Purse +75% payback

SATURDAY, DEC. 4TH

8:00	Unclassified
9:15	Quads
10:30	Senior/Supersenior/Magnum
11:45	Vet. Expert/Amateur
1:00	Vetern Nov./Beg.
2:30	Team Race (On Bike & Two Riders)

SUNDAY, DEC. 5TH

9:00	Kids Ride (12 years & Under/0-80cc)
10:00	Vin./Classic Sidehack/Dual Sport
11:15	Open (251cc & up) All
12:30	Women & 0-175cc
1:45	250cc All

Cal City Promotions
American Honda
Raffle Honda XR

Desert Sport Center, Inc.
KTM of Mojave
Honda/Kawasaki/Polaris Santa Monica
Beaumont Yamaha/Kawasaki
T-n-T Motorsports
Engine Dynamics
John Burr Cycles
YKP Racing

GRAND PRIX 1993

Post Entry: $40 (except Unclassified, Team Race and Kids Ride)
Unclassified: $21
Team Race: $50 (includes both riders)
Kids Ride: $12
Information: Mike Ragan (818)344-8151 or George Skove (818) 332-1573

MOTOCROSS OF MARION COUNTY

Reddick, Florida
presents the First Annual

MX RODEO & FUN DAY

Fun For All!!! along with the sixth annual

SOUTHEASTERN REGIONAL CHAMPIONSHIP RACE

December 12, 1993

6th Annual Southeastern Regional Championship Race

Over $2,000 in Cash & Prizes given out last year!!!

"A " Classes 150% Payback, 30% Trophies with first three places guarateed

Gates Close Sat.	10:00 p.m.
Gates Open Sun.	6:30 a.m.
Registration	7:00 a.m.
Riders Meeting	8:00 a.m.
Practice	8:30 a.m.

DIRECTIONS: Take I-75 North to Exit 71/SR326-E to 441-N 6.7 miles to NW 21st Court, turn right.

OR FROM NORTH: I-75 South to Exit 72 SR318-E to 441-S 4 miles to SR316-E to first road on right/ NW 21st Court.

(904) 591-2050 or (904) 591-2377

December 11, 1993
Our first MX Rodeo & Fun Day
Join in the fun or just watch!

Taters on a Bottle
Slo Drags
Donuts on a Stick
Boot Race
Plug Change
Tire Throw

Entry $5 or Free with registration for Sunday
Fun starts at Noon

The Ultimate Motorcycle Christmas Cards!

FULL COLOR
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DOUBLE CROSS RACING
Langston's Kawasaki
Christmas Kids G. P.
December 5th at Glen Helen
Bring a Toy - Race FREE Call For Details
INFO: (909) 371-6333

Old Timers MX Association Race Schedule

Sun., Nov. 28	LACRW MX CRC
Sat., Dec. 4	Perris GFI MX
Sun., Dec. 12	Sunrise Cycle Park MX CMC

For Information Call (714) 633-9503

SOME OF OUR STUDENTS ARE STAR PUPILS.

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MOTORCYCLE SAFETY FOUNDATION

CALENDAR

MEXICO MOTOCROSS
• Too Much Fun Promotions. Cantamar Dunes, Rosarito. Info: (011-52-661) 22525.
NEW YORK SPEEDWAY
C'ship Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Fall Series, Lenoir. Info: 704/758-4342 or 919/921-2322.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
OHIO INDOOR MOTOCROSS
Action Sports Promotions, Inc/AMA, Ohio State Fairgrounds Coliseum, Columbus. Info: 614/594-6686.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
OKLAHOMA MOTOCROSS
Muskogee. Info: 918/683-0585.
OREGON FLAT TRACK/TT
Craig Farnsworth's Indoor Races, Salem Fairgrounds, Salem. Info: 503/777-2929.
TENNESSEE MOTOCROSS
Dallas Ricker, Winter Motocross Series, Dallas Ricker Racing Complex, Greeneville. Info: 615/234-0772.
TEXAS HARE SCRAMBLE
AMA Texas C'ship Series. Rathmann Ranch, High Grove. Info: 713/666-6483 or 817/346-1132.

Fri, Dec 10

NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

Dec 10-12

MEXICO DUAL SPORT
Team Dual Dogs/Baja Promotions Trails of San Felipe. Hotel Las Misiones, San Felipe. Info: 818/701-1913.

Dec 11

ARKANSAS SHORT TRACK/TT
• West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA SPEEDWAY KARTS
Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info: 904/784-4787.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.

Dec 11-12

OREGON MOTOCROSS
Curry County Fairgrounds Indoor MX, Gold Beach. Info: 800/525-2334 or 503/247-4541.
CALIFORNIA MINI ROAD RACE
CMRRA, Lake Perris Raceway, Perris. Info: 909/674-2007.

Sun, Dec 12

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
ARIZONA MOTOCROSS
• GFI Arizona. Phoenix Raceway Park, Wittmann. Info: 602/437-5767.
CALIFORNIA GRAND PRIX
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFORNIA MOTOCROSS
• GFI. Oatfield MX Park, Turlock. Info: 667-7109.
CALIFORNIA GRAND PRIX
SRA. Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA ROUGH SCRAMBLE
AMA/D-36, Chicken Ranch Racing. Argyll Park, Dixon. Info: 916/989-4938.
CALIFORNIA DIRT TRACK
Tulare TT - Modern & Vintage, Tulare Raceway, Tulare. Info: 209/685-0503.
CALIFORNIA HARE SCRAMBLES
Dirt Diggers M.C., Hwy. 395, Spandler Hills, Red Mountain. Info: 909/883-5259.
CALIFORNIA MOTOCROSS
Motowest Racing, Round #12 Hi-Point Series, Metcalf M/C Park, San Jose. Info: 408/223-8168 or 637-2073.
FLORIDA ROAD RACE
• AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.
FLORIDA MOTOCROSS
Reeves Promotions. County Line Raceway, Ona. Info: 813/751-2116.
FLORIDA MOTOCROSS
Motocross of Marion County, Regional Championship, Reddick. Info: 904/591-2050 or 591-2377.
GEORGIA HARE SCRAMBLE
SE&TRA Santa Claus Hare Scramble, Cochran. Info: 706/468-1328.
GEORGIA MOTOCROSS
Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.
KANSAS HARE SCRAMBLE
K.O.R.R. Championships Sprockets II 1-man. Info: 316/636-5113.
MASSACHUSETTS TURKEY RUN
NETRA. Toys for Tots. Plympton. Info: 203/875-5757.
NEW YORK MUD SCRAMBLE
Square Deal Riders M/C. SDR Raceway, Harpursville. Info: 607/723-2387 or 693-2634.
NEW YORK SPEEDWAY
C'ship Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Fall Series, Lenoir. Info: 704/758-4342 or 919/921-2322.
NORTH CAROLINA MOTOCROSS
Warm up Carolina Winter Series, Montrose Motocross, Raeford. Info: 919/875-3805.
OHIO HARE SCRAMBLE
Sunset Ramblers M/C of Galion, Galion. Info: 419/562-6931 or 419/683-3102.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
OREGON MOTOCROSS
Motocross Northwest/Clarks Branch Cycle Club, Roseburg. Info: 503/673-1671.
WASHINGTON ARENACROSS
CMC/Webb Hill Raceways, Northwest Areancross Nationals, Evergreen State Fairgrounds, Monroe. Info: 206/854-0769.

Fri, Dec 17

NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

Sat, Dec 18

ARKANSAS SHORT TRACK/TT
• West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
KENTUCKY INDOOR MOTOCROSS
Action Sports Promotions Inc./AMA, Freedom Hall, Kentucky State Fairgrounds, Louisville. Info: 614/594-6686.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info: 210/663-6419 or 521-2069.

Dec 18-19

CALIFORNIA ROAD RACE
• Willow Springs M/C. Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

Sun, Dec 19

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
CALIFORNIA MOTOCROSS
GFI Warm-up. Sand Hill Ranch, Brentwood. Info: 209/524-7103.
CALIFORNIA MOTOCROSS
GHR C'ship Series. Glen Helen Raceway, San Bernardino. Info: 909/880-3090.
CALIFORNIA MOTOCROSS
CMC Marysville. Riverfront Park, Marysville. Info: 916/695-2727.
FLORIDA MOTOCROSS
ProSports USA Super Challenge. Orlando Motocross Park, Orlando. Info: 407/568-2271.
FLORIDA MINI MOTOCROSS
ProSports USA C'ship Final round. Orlando Motocross Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
Reeves Promotions. County Line Raceway, Ona. Info: 813/751-2116.
KENTUCKY INDOOR MOTOCROSS
Action Sports Promotions Inc./AMA, Freedom Hall, Kentucky State Fairgrounds, Louisville. Info: 614/594-6686.
NEW YORK SPEEDWAY
C'ship Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Fall Series, Lenoir. Info: 704/758-4342 or 919/921-2322.
OKLAHOMA MOTOCROSS
Muskogee. Info: 918/683-0585.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
SOUTH CAROLINA MOTOCROSS
AMA/ Hammer'n Hank Promotions/D-29. 1994 Winter Series opener. Camp Coker Motorsports Park, Society Hill. Info: 803/378-4700.
WASHINGTON ARENACROSS
CMC/Webb Hill Raceways, Northwest Arenacross Nationals, Evergreen State Fairgrounds, Monroe. Info: 206/854-0769.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

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BUDWEISER 600cc NATIONAL
Friday night, March 11, 1994

AMA GRAND NAT'L C'SHIP Camel Pro SERIES OPENER
Saturday night, March 12, 1994

DAYTONA SUPERCROSS by HONDA
Saturday, March 12, 1994

53rd DAYTONA 200 by Arai Superbike Classic
Sunday, March 13, 1994

2nd PRIZE
- Two Arai Regent Helmets
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- AEROSTICH RIDERWEAR Roadcrafter riding suit
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Signature _____ Exp. Date _____

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1994 Daytona Sweepstakes
P.O. Box 498, Long Beach, CA 90801-0498

No Purchase necessary. Fill out the official entry form (or a 3'x5" facsimile), including your name, address, city, state, zip code and phone number. Entries (one per person) must be received by Cycle News, Inc. by January 10, 1994 Final drawing will be held on January 14, 1994. The odds of winning will be determined by the number of entries received. All entries become the property of Cycle News, Inc. Winner's name will be available after the drawing upon request. Contest is void where prohibited. subject to all local, state and federal regulations. Winner shall be required to sign a statement releasing Cycle News, Inc. and all contest sponsors from any damages or injuries in conjunction with sweepstakes prize. Individual travel vendors may have specific restrictions. Car rental may require minimum age and credit requirement. Car rental includes rental only. Other costs including gas, insurance, options, sales tax not included. Winner shall be solely responsible for any and all damages and/or theft to rented vehicle. Substitute prize(s) or cash consideration shall not be made in the event that the prize winner cannot use any and/or all portions of the prize. In accepting the prize, the winner grants Cycle News, Inc. permission to promote and publicize his or her photograph and the prize won. All employees of Cycle News, Inc., Daytona International Speedway, Camel Pro, Aerostich, Arai Helmets, Travelcraft and their families are not eligible.

RESULTS

Motocross
NESC
Middleboro, MA
Oct. 31

85 BEG
Jody Galumba Kaw
John Carroll Yam
Todd Sautheson Suz
Brian Lalumiere Suz
Ryan Pocock Hon
85 JR
Ben McCarthy Suz
Dan Pepoon Suz
Jamie St. Don Yam
Bill Torello Kaw
Jeff Cook Yam
125 BEG
Jeremy Flori Suz
Kevin Fleury Kaw
Jeff St. Pierre Suz
Chris Mower Suz
Paul Dumontier Kaw
125 NOV
Terry Davis Hon
David Williams Kaw
Jeremy Duff Hon
Alex Westhaver Hon
Derek Franklin Hon
125 JR
Brent McIntyre Suz
Bob Boord Hon
Jamie St. Don Kaw
Travis Lauritsen Kaw
Mike Willett Suz
125 AM
Matt Tremblay Kaw
Mike Miceli Kaw
Ken Germain Hon
Paul Mainville Hon
Brian Berry Hon
125 ADV
Pat Outericky Hon
Jason Boron Kaw
Jim Brothers Kaw
Matt Tremblay Kaw
Tim Christiansen Suz
Paul Mainville Hon
125 EX
John Dowd Yam
Bill Dzielak Hon
Ed Lyons Suz
Tony Lorusso Yam
Ted D'Onofrio Yam
250 NOV
Kevin Johnson
Chris Glebus Suz
Bob Davidson
Mike Kipp Suz
Chris Cristin Hon
250 AM
Mike Psaledas Suz
Chris Wimpheimer Hon
Al Cordner Hon
Joe Dube Yam
David Boisvert Suz
250 EX
John Dowd Yam
Keith Johnson KTM
Pat Barton Suz
Tony Lorusso Yam
Bill Dzielak Hon
OPEN NOV
Chris Glebus Suz
Steve Bentley Kaw
Scott Bentley Kaw
Merle Monroe Kaw
Marc Sleeper Kaw
30+ EX
Joe Mikalson Hon
John Camelio Hon
Mike Cook Yam
Joe Gardina Suz
Jack Weaver Suz
35+ EX
Joe Gardina Suz
Gary Mikalson Hon
Jack Weaver Suz
Harry Alberts Yam
Bob King Yam
30+ JR
Steve Nowlan Hon
Mark Hangos Suz
Bob Baer Kaw
Chris Baker Suz
Mike Gove Yam
35+ JR
Harry Alberts Yam
Bob King Yam
Bob Baer Kaw
40+
Lou Colon Kaw
Merle Monroe Kaw
Don LaChappelle Yam
Dennis Moran Yam
30-39+ BEG
Jeremy Laurent Kaw
Marc Sleeper Kaw
Steve Chin Yam
Gareth Edwards Hon
Tom Mayers Kaw

Motocross
NESC
Summer Series
Final Results

85
Keith LaBonne 241
Bill Dickeson 172
David Umhoefer 168
Tim Mynes 158
Don Denham 144
125 YTH
Jim Brothers 243
Henry Komosa 171
Richard Rogers 149
Shane O'Connor 122
Matt Tremblay 115
125 AM
Mark Shea 234
Aric Merrow 218
Nat Cole 190
Trent Lewis 182
Henry Komosa 106
125 EX
Pat Barton 258
Adam Dupont 189
Jim Brothers 158
Clint Rooney 122
Dennis Bourque 121
250 AM
Kurt McGrath 239
Patrick Joyce 232
Charles Morin 158
Mike Psaledas 158
Dan Plourde 124
250 EX
Pat Barton 245
Jeff Debelis 161
Brian Austin 141
Keith Goyette 132
Adam Dupont 121
30+ JR
Tom Landry 214
Lou Colon 185
Gary Hutchinson 178
Mark Dubel 116
Craig Charron 99
30+ EX
Joe Mikalson 265
Tim Teves 220
John Camelio 176
Peter Collins 145
Angelo Santaniello 109
35+ JR
John Bryant 197
Bill Donaghy 169
Harry Alberts 159
Richard Pinard 138
Lou Colon 136
35+ EX
Angelo Santaniello 206
Jim Meenan 139
Gary Mikalson 135
Tim Thomson 125
Bob Piche 102
40+
Lou Colon 245
Ralph Louttit 217
Merle Monroe 217
Jim Mossman 143
Don LaChappelle 143

Hare Scramble
Sunset Ramblers
Galion, OH,
Nov. 14
By Goggles Pisanno III

80 MINI JR
Ryan Lutz Kaw
Jeremy Hamilton Kaw
Steve Brown
George Perkins Suz
Brian Murphy
80 MINI SR
Dave Miller Suz
Matt Hale Kaw
Jeremy Gushard Hon
250
Scott Stump Kaw
Chad Coon Hon
Jim Smith Hon
Joe Updike Hon
Mike Cook Hon
O/A B
Rich Lane Hon
250 2-STRK B
Shawn Freeley Hon
Tim Rutherford Hon
Ben Jackson Hon
Mike Brown Suz
Rick Rellough Suz
250 4-STRK B
Ted Springer Hon
Doug Shepherd Hon
Eric Reames Hon
Jerry Beaver Hon
OPEN
Matt Todd Hon
Eric Buroff Hon
Eddie Lambert Hon
Andrew Bashore KTM
Mark Martin Hon
30+
Dave Johansen Hon
Don Franks Hon
Jeremy Lucas Kaw
Tony Evans Hon
Jim Wells Hon
SR
William Baird KTM
Shawn Fortney Suz
Ralph Zerbe Hon
John Mechvatal KTM
Jim Wilson Kaw

Motocross
County Line
Raceway
Ona, FL
Nov. 7
By Laurie Piana

P/W
Joey Higgins
Phillip Ivers
Daniel Moore
Stacy Stoler
80 BEG
Ray Loggins
Dan Truman
Mark Hughes
David McCormick
Joey Piana
80 C
Aaron Perkins
Tom Bragg Jr.
Scott Moore
WMN
Beth Rewis
Marie Cosgrove
Tammy Higgins
125 BEG
Dave Guston
Shawn Renslow
Jim Prevatte
Kevin Cox
125/250 B
Kyle Kupachik
125 C
Shannon Grissom
James Joiner
Matt Stull
Justin Moulton
Johnny Crews
250 BEG
John Bantam
Brandy Frenchman
Daryl Carlson
250 C
John Watson
Sean Evans
Mike Sidwell
Scott Barth
Lenny Lewis
OPEN AM
Jeremy Fogg
Scott Sears
Nat Smelser
25+
Mark Beamer
Lenny Lewis
40+
Tom Bragg Sr.
Tom Fogg

Trial
CRTA
Houston, TX
Nov. 13-14
By R.D. Allman

Saturday
C'SHIP
Matt Moore G-G
Shan Moore G-G
Dean Wright Fan
EX
Chuck Parker Apr
Pablo Valdes Gas
Mark Hogan Fan
INT
Bobby Turner Fan
Francisco Valdes G-G
Pat Davidson Fan
SR EX
Justin Dyess Fan
Danny Aguierre G-G
Ray Roblin G-G
VET
James Wiphf Mon
George Naidle G-G
Tommy Moore G-G
NOV
Curtis Mitchell G-G
Joe Fulton Fan
Tom Fuex Fan
Sunday
C'SHIP
Shan Moore G-G
Dean Wright Fan
Matt Moore G-G
EX
Pablo Valdes G-G
Tony Hearld Apr
Chuck Parker Apr
INT
Pat Davidson Fan
Francisco Valdes G-G
Sal Padre G-G
SR EX
Danny Aguierre G-G
Ray Roblin G-G
Willie Rivers Yam
VET
James Wiphf Mon
John Wright Fan
Tommy Moore G-G
NOV
Curtis Mitchell G-G
Joe Fulton Fan
Tom Fuex Fan

Road Race
Nor-Cal YSR C'ship
Series
Sacramento, CA
Nov. 7
By Ken Callahan

STK
David Tinga Yam
Alan McKenna Yam
Brian Jackson Yam
Jerry Douglas Yam
Jon Edwards Yam
SS
Brian Brown Yam
Alan McKenna Yam
Logan Wilke Yam
David Tinga Yam
Bob Wilkie Yam
S/BK
Logan Wilke Yam
Brian Jackson Yam
Jerry Douglas Yam
Brian Brown Yam
Nikki Harris Yam
80 GP
Logan Wilke Yam
Mark Woodward Hon
Brian Jackson Yam
Jeff Witmer Hon
Jon Edwards Yam
BW
Alan McKenna Hon
Jeff Witmer Hon
Mark Cozzens Hon
Tom Adorno Hon
Jeff Sheppard Kaw
STK NOV
Bret Cason Yam
James Guerrera Yam
Marc Callonea Yam
Mark Hart Yam
Sena Wilke Yam
SS-S/BK NOV
Jerry Johnson Yam
Tom Adorno Yam
Bret Cason Yam
Chuck Cruz Yam
John White Yam
WMN
Nikki Harris Yam
Susan Clark Yam
Sena Wilke Yam
Shannon Rush Yam
Melanie Pallmino Yam
VET
Steve Mandeville Yam
Mark Cozzens Hon
Jeff Witmer Hon
Susan Clark Yam
Mark Hart Yam
H/W
Brian Jackson Yam
Curtis Roberts Yam
Eric Graham Yam
Bret Cason Yam

Motocross
Club Motosport
MX Park
Clewiston, FL
Nov. 7
By Steve Bohn

WMN
Lisa Cole
P/W
Jamie Harker Yam
Jason Roberts Yam
60 C
Travis Britt Kaw
Ricky Chicuarya Kaw
Drew Cain Kaw
Jeff Osborne Kaw
Bryan Johnson Jr. Kaw
80 BEG
Nick Osborne Hon
Kiron Casey Kaw
Derrick Kain Suz
Stuart Waay Hon
Brandon Hammil Yam
80 C
Jimmy Wolfe Hon
Manny Lemus Kaw
Troy Bahn Yam
Chad Sanden Suz
SCHBY
Curtis Sanden Suz
Steve Britt Suz
Jason Bleakley Hon
Buddy Duffy Suz
YTH
Will Batson Hon
Dan Nichols Yam
25+
Joe Senner Kaw
Larry Tufanio Hon
Pat Riley Kaw
Joe Mason KTM
Jon Knott Kaw
30+
Jim Squire Hon
Scott Wood Kaw
Robbie Braun Yam
Pat Nicolini Suz
Wes Kain Yam
35+
Jim Squire Hon
John Logsdon Yam
Pat Nicolini Suz
Chris Larochelle Suz
John Curry Kaw
40+
John Logsdon Yam
Tom Nicholson Suz
Herb Doan Yam
125 BEG
Buddy Duffy Suz
Al Racitl Suz
Eric Billitier Kaw
Art Evans Hon
Mark Dew Hon
125 C
Mike Kemper Hon
Greg Martin Hon
John Wells Suz
Steve Britt Suz
James Linkins Kaw
125 B
Shaw Dunkel Hon
Joe Senner Kaw
Will Batson Hon
A.J. DiFabio Suz
250/500 BEG
Stuart Waay Hon
Jason Bleakley Hon
Ron Lecuyer Hon
John Cole Suz
Harry Hoffman Kaw
250/500 C
Dan Nichols Yam
Eric Pagan Yam
Pasquel Wade Hon
Mark Green Hon
Jeff Hendon Kaw
250/500 B
Pat Riley Kaw

WANT ADS

HELP WANTED

Service Department Manager
For multi-line Atlanta, Georgia motorcycle store. Experience in customer services required. Motorcycle mechanic experience may be a factor in choosing successful candidate. Excellent commission, pay plan and benefits. Send resume to Wagoner Cycle Works, 4026 Lawrenceville Hwy., Tucker, GA 30084. Fax (404) 934-5100. GA. (244-47)

Wanted Parts Mgr., Mechanic
For large multi-line dealer in Northeast Ohio, (216) 974-1888. OH. (245-48)

Technicians Wanted
Year round busy, southern California Yamaha/Honda watercraft and power equipment dealer looking for experienced technicians. Immediate opening, top wages, benefits including insurance. Team players only. Call Milo at Kolbe Cycles (818) 348-7865. CA. (242-TFN)

We Want You
Over looked? Over Worked? Over Stressed? Under paid? If you have motorcycle store experience, we would like to talk with you. We are in an exciting new growth and marketing plan. We are strengthening all departments of our multi line store with experienced & qualified people. Come grow with us. Call for appointment. Wagoner Cycle Works, Tucker, Georgia. (404) 934-2453. GA. (245-48)

R&R Sportcenter
Parts Manager Wanted
Aggressive Honda motorcycle dealership looking for dynamic parts manager. Send resume to: 532 24th Street, Paso Robles, CA 93446. (805) 238-4755. CA. (246-47)

Money Making Opportunities
O'Neal USA. Immediate off-road sales position open for a motivated, energetic team player/enthusiast. Motorcycle industry sales experience required! Excellent benefits, a good working atmosphere. Fax resume Attn: Kurt Menslage (818) 882-0435. CA. (246-47)

Tech & Service Advisor
Growing full-line dealership needs experienced self motivated technician wiling to work on snowmobiles, motorcycles, etc. Good pay/benefits. Need Service Advisor with peolpe skills, some mechanical experience and computer skills. Will train. Send resumes or call Shane: Carls Cycle, 5550 W.State, Boise, Idaho 83703, (208) 853-5550, fax (208) 853-1602. ID. (246-47)

MECHANIC/PARTS PERSON. H-D BMW McCoy. US 41, Green Bay, Wisconsin 54303. (414) 494-5256. WI. (246-TFN)

Tech and Parts Openings
Progressive multi-line dealership in central Ohio accepting resumes for enthusiastic parts counterperson and experienced technician. Competitive compensation plan plus benefits. Send or fax resumes to Mid-Ohio Suzuki-Honda-Yamaha, P.O. Box 887, Mt.Vernon, OH 43050. Fax (614) 397-0508. OH. (147)

Sales
Opportunity to make 40k plus. H,Y,K Cycles-Y,K Polaris PWC-big selection of clean/used, great location at the beach. Champion. (714) 642-4343. CA. (247-48)

Sales Person
Established Honda/Suzuki/Sea-Doo dealer located in California desert resort area seeking aggressive sales person. Experience with motorcycle and personal watercraft sales. Excellent benefits/growth opportunity. (619) 324-5633. CA. (247-48)

Technicians Wanted
Fast growing Honda/Yamaha dealership looking for motorcycle/watercraft techs. Must be team player, self-motivated and work well with others. Please send resume to: Kim, 2115 Carriage Dr. SW, Olympia, WA 98502. WA. (147-48)

Oregon - Sales
Hi-volume, super modern Yamaha, Sea-Doo, Kawasaki dealer needs full time sales person with F&I capability. Pay nego. Cycle Sports. (503) 390-9000. OR. (347-49)

Advertising Designer
Looking for experienced ad designer to join creative services group for offroad apparel and accessories company. Should have minimum 3 years experience conceiving and producing ads on Macintosh using Quark, Photoshop, Illustrator. Experience within motorcycle industry or avid enthusiast desirable. We offer great working environment and compensation package. Send resume to: Division JJ, P.O. Box 498, Long Beach, CA 90801-0498. CA. (347)

Earn Top Dollar
Sunny south Florida. Expanding multi-line motorcycle/watercraft dealership has positions open in all departments. Aggressive, experienced needed with the right attitude. Top pay, benefits, possible moving expenses paid. Send resume to: Division K, P.O. Box 498, Long Beach, CA 90801-0498. FL. (247-48)

BUSINESS OPPORTUNITIES

Denver, Colorado!
Shop for sale. Service, parts and accessories. Established 13 years. Turnkey operation. Owner retiring. $40,000. After 6:00p.m. call (303) 232-8279. CO. (346-47)

No. Calif. Kawasaki Dealer
Growing dealer with jet-skis, motorcycles, and generators for sale, $90,000/negotiable. Call Jill (707) 258-6234, evenings (707) 257-8781. CA. (347-48)

COLLECTORS

Vintage Racing Specialist
Johnny Isaacs 10x "We race what we sell". Racing engines built, parts and machining. Total Performance Racers. (918) 445-0671. OK. (339-50/C)

BULTACO PARTS, new and used, books and clothing. Lynn Mobley (702) 267-2103, 7:00 tp 7:00 (PT), Mon thru Sat. NV. (343-50/C)

Vintage Iron Garage Sale
and open house. Sat., Dec. 4th. Bikes, accessories, apparel. New and used parts cheap! Call (800) 422-4766. CA. (244-47/C)

MAICO/M-STAR PARTS. World's largest inventory, best prices Shipped UPS daily. Poet Enterprises (406) 586-7147, fax (406) 586-0095. MT. (239-48/C)

WANTED N.O.S. '73-'74 Elsinore 250 tank and left side panel, must be nice. Also want Maico aluminum swingarm, any year. (503) 382-7508. OR. (345-48/C)

1973 CZ 400 race ready, $995/obo. 1971 Maico 400 fresh, resto. red, $995. 1982 Maico 490 new everything, very collectible model, first mono Maico, Wheelsmith motor, very fast! $1,595. (503) 382-7508. OR. (345-48/C)

1966 DUCATI SCRAMBLER 250cc, excellent condition, $1,800. (714) 974-3854. CA. (345-48/C)

Indian Indian Indian
1941 Sport Scout. Totally restored. This bike is better than new. Call Wilson's Motorcycles (209) 237-0215 or (800) 956-2925 for details. CA. (245-47/C)

Wntd '69 Honda CB750 Sand Cast
(800) 833-3778. CA. (346-50/C)

John Player Norton
Original, unrestored, 2,000 miles, $8,500. (916) 222-6767. CA. (146-47/C)

Early Honda Memorabilia
33 years of Honda collecting! Owners manuals, shop manuals, brochures, posters, jewelry, press release kits, decals apparel, etc. From motorcycle, auto and power equipment divisions. Send a letter stating your desires and a S.A.S.E. for availability and prices. George Grauwels, Rt.1, Box 712, Belle Forche, SD 57717. SD. (346-48/C)

Wanted Yamaha Racer Parts
Yamaha TD1C forks w/yokes. Also TD1B/C & TD2 rear shocks not working ok but good cosmetic condition please. Plus TD-3 thru TZ250B exhaust chambers. (319) 263-8277. IA. (346-47/C)

Wanted 1973-1975 Z1 900
Prefer originals. (800) 833-3778. CA. (346-50/C)

CR125 & CR250 vintage parts. (310) 514-1960, (310) 833-1148. CA. (146-47/C)

1973 CR250M
Excellent condition, engine just rebuilt with new transmission, crankshaft, piston & rings, brand new Works Performance shocks, 36mm Mikuni Vintage Iron pipe. A steal at $1,200. Call Pat or Jim at (407) 683-1642. FL. (346-47/C)

1974 Honda Elsinore CR125
Completely restored, race ready, $2,300 invested plus extra parts bike. Absolutely flawless condition, $1,000. (702) 454-0021. NV. (346-47/C)

TA-125 Yamaha!!!!
Absolutely flawless frame-up restoration, some spares. Eves (410) 484-7061. MD. (346-47/C)

READ THIS: '69 CB160, '83 CB1100F, '75 CR125, '83 GS1100ES Cafe, 75 CZ380, '79 CBX, '66 Yamaha YM1, '67 CL305, '72 Honda 500-4 Cafe, '81 GS1100E without motor, '66 Suzuki T10, '73 CB450, '71 RD200, reasonably priced. Motorcycle Exchange 1-7p.m. (513) 222-0170. OH. (346-47/C)

Wanted-ELR-Z1-KZ550-400F
Honda CB400F, CB750K-O, Suzuki '77-'78 GS400, Kawasaki '79-'80 KZ1000, MKII-J. Also need '73-'76 900 mufflers and looking for same new bikes in crates. Top dollar paid. Bikes R US (800) 676-4631. CA. (346-47/C)

Will Trade '91 Ducati 851
For interesting British bike. 1,600 miles, perfect. Carbon, Kevlar lines, extras cylinders, exhaust system, stand, manual or $9,000. After 6p.m. (707) 255-2303. CA. (346-48/C)

Matchless G80CS
1956 Scrambler, fully restored and street legal $4,750 or best offer. Jim (415) 868-9650. CA. (347-50/C)

Bultaco Sherpa T
1971, one owner, very low hours, mint, original condition, $1,500/obo. Jim (415) 868-9650. CA. (347-50/C)

Wanted Bub Hi Pipe
Or complete system for 750GT Ducati. Call Kyle, 9 to 4 CST at (316) 945-9041. KS. (347-49/C)

CZ Sidepiper 1970 Perfect
Original, unrestored condition with original pinkslip, $2,000 firm. Also 1973 CZ 250 5spd, perfect, $1,200. Gary. (619) 279-8552. CA. (147-48/C)

1959 GILERA 175cc Super Sport $1,000. (818) 901-9091. CA. (147/C/P)

Steamboat Springs Photos
Wanted: #21 Mike Green's save of the day in 500-premier race, turn one. (510) 606-8301 (w). CA. (147/C)

HONDA 250cc 6 CYL. PISTONS. Available for RC165. The ultimate desktop paperweight, 40mm diameter, complete with rings & wrist pin, individually mounted on polished wooden base, autographed by Nobby Clark. Send $300 each, (no COD or credit cards). Immediate shipment. Rob Iannucci at (718) 596-0504 and FAX (718) 596-6443. NY. (347/C)

TEAM OBSOLETE is pleased to announce that noted Grand Prix mechanic and tuner Nobby Clark has taken a position in our Brooklyn headquarters. Nobby has tuned for Gary Hocking, Jim Redman, Mike Hailwood, Giacomo Agostini, Kenny Roberts & many more. His machines have won countless Grands Prix and World Championships. He is now completing the engine overhaul of our 1965 Honda 250cc six cylinder. Team Obsolete is now in a position to undertake the overhaul of truely exotic Classic Grands Prix racing engines and complete bikes for clients. For prices and further info contact Rob Iannucci at (718) 596-0504 and FAX (718) 596-6443. NY. (347/C)

1966 HONDA CT200 excellent condition, 1,674 miles (209) 295-7691. CA. (347-48/C)

VINTAGE RACERS. '66-'76 Husky parts. I have almost everything you'll need. Motors rebuilt and painting to complete bikes. (h) (619) 598-8374, (w) (619) 744-8052. CA. (347-04/C)

1973 Honda CR250
Original, restored with fresh motor, new tires, chain, sprockets, etc. Comes with extra engine, carburetor, side panels, fenders, etc. $1,000/obo. (607) 771-4678. NY. (347/C)

★★★Hodaka Parts★★★
Shipped ANYWHERE UPS. 24 hour answering machine, we'll call you back! PHILLIPE SERVICES. (714) 582-8332. CA. (237-TFN/EOI/C)

WANTED 1974 ZUNDAPP 125 motor, '93 Honda CR250 stock muffler. (415) 457-3417. CA. (147/C)

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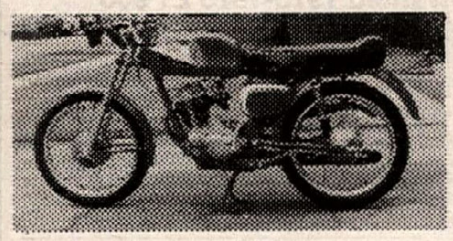

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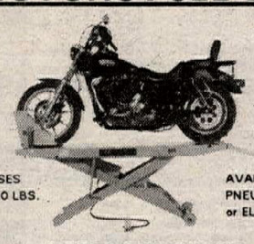

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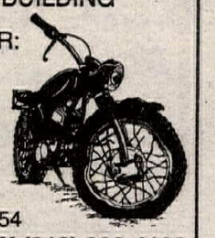

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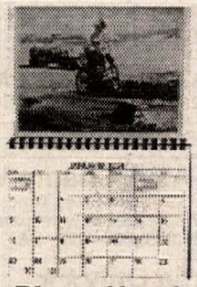

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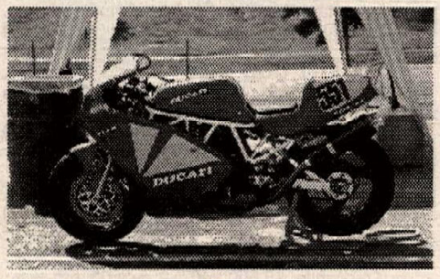

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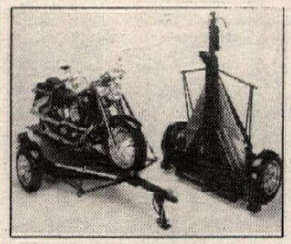

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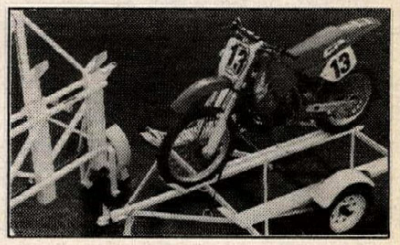

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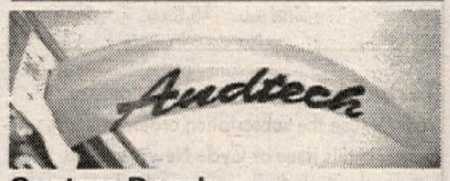

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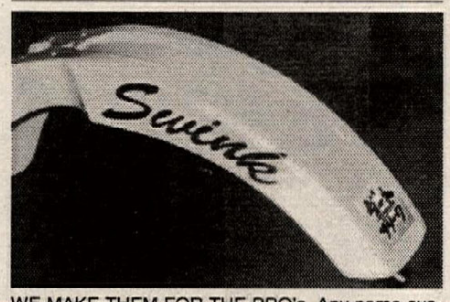

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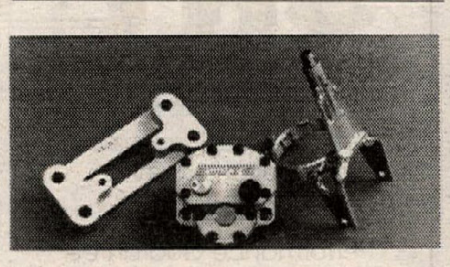

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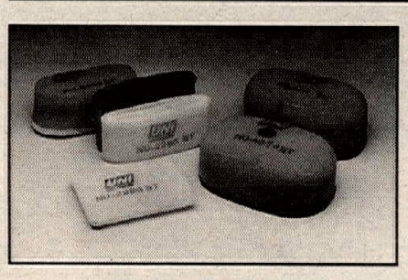

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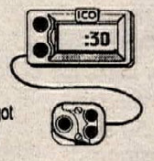

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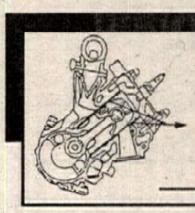

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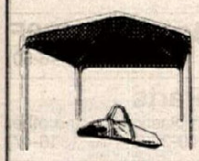

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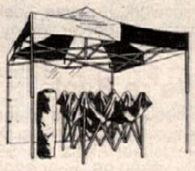

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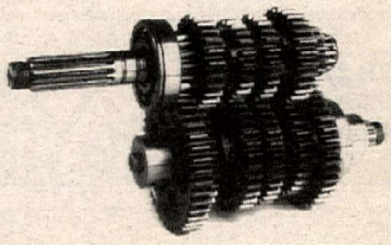

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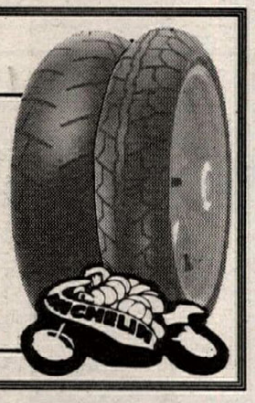

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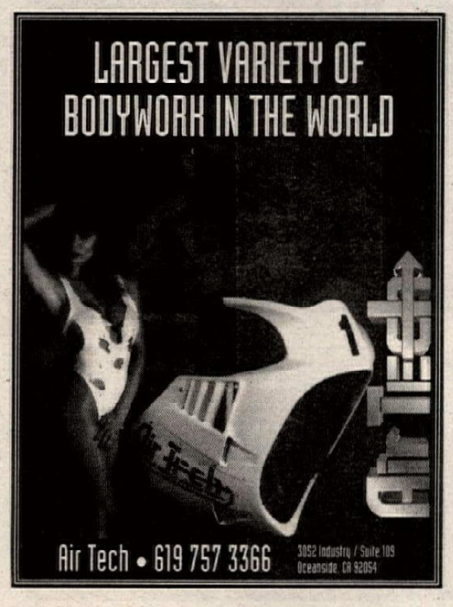

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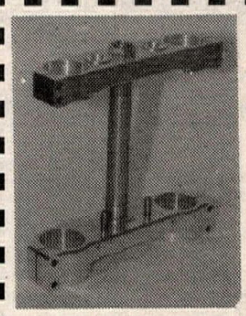

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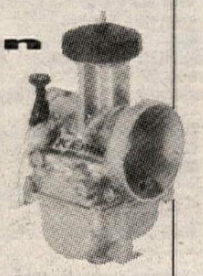

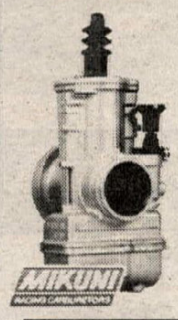

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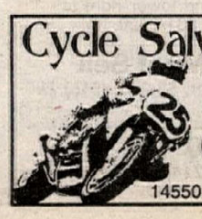

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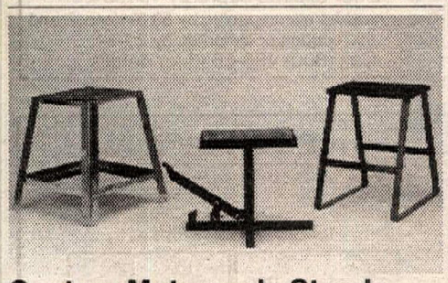

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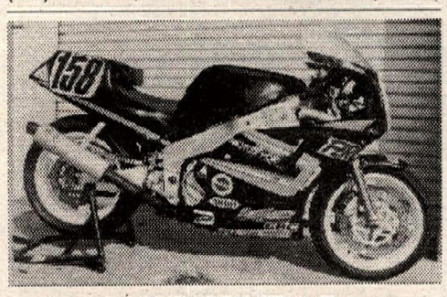

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ADVERTISERS INDEX

1994 Daytona Sweepstakes....33
4 Strokes Only....46
A&A Racing Service....39
AMA Pro Racing....46
Action Sports Promotions....27
Action Yamaha Of Edison....45
Aerostitch Riderwear....35
AFAM USA, Inc....36
AGV-USA, Corp....38
Air-Tech....44
Aircone Inc....42
Al Baker Racing....41
Allredy Canopies....43
Allsport Salvage....43
American Dirt Bikes, Inc....46
American Honda....38
American Jawa Limited....37
American MC Institute....44
American Suzuki....5
American Suzuki Motor Corp....39
Andrews Yamaha-Kawasaki....35
Arai Helmets....41
Avon Tire....43
Avtek....41
Backroads Adventures B.C., Inc....37
Baja Designs....38
Baja Off Road Tours....36
Barnett Tool & Engineering....37
Beach Yamaha....35
Bel-Ray Lubricants....38
Bell Helmets....36
Bert's Motorcycles....23
Bieffe USA, Inc....39
Blendzall....42
Bley USA Inc....46
BMW Of North America....43
Boulder Yamaha Inc....46
Boyesen Engineering....36
Braco Custom Trailers....45
Buchanan's Frame shop....36
C W Racing Engines....42
Cagiva North America....37
California Racing Club....30
Can-Am....42
Carb Parts Warehouse....46
Carbon Tech....42
Championship Cup Series....38
Champs Marketing Inc....37
Chaparral Cycle Supply....43
Chariot Mfg. Co....45
Charleston Custom Cycle....36
Clarke Mfg. Co....43
Clean Racing....36
Composites Unlimited....45
Copper Gaskets Unlimited....37
Cosmopolitan Motors....36
Cycle Concepts Inc....39
Cycle Express....36
Cycle Gear....46
Cycle Nuts & Bolts....45
Cycle News Sub Blank....48
Cycle Recyclers....41
Cycle Salvage of Fontana....46
Cycle Specialties Athens....44
D&D Motorcycle Service....42
D&D Performance Exhaust....23,41
D.I.D....37
Daytona International Speedway....25,39
Dennis Kirk....44
Denver Used M/C Parts....44
Devol Engineering....39
Donnie Hansen MX Academy....38
Double Cross Racing Assn....31
Downers Grove Yamaha....45
Dublin Kawasaki....41
Dunlop Tire....85
East Coast Honda Warehouse....43
East Coast Suzuki Warehouse....45
Endura....46
Engine Dynamics Co....37
Engines Only....43
Enzo Racing....35
Eric's Motorcycle Co....41
Euro-Tech Engineering....45
F&L Company....46
Factory Connection....43
Factory Pipe Products....46
Falicon Performance Engineering....44
Fast By Ferracci....41
Fineline Motosports....37
Finish Line Products....44
Fontana Radiator Service....46
Forking By Frank....38
Fornarelli Racing....37
Freewheeling Honda-BMW....42
Fremont Cycle Salvage & Access....42
Garage Company....39
Garvis Honda Town....32
Gary Baileys' MX School....41
Glen Helen Racing Inc....30
Goat Breker's GFI Racing....30
Golotex, Inc....39
Gustafsson Plastics....38
Halls Harley-Davidson....44
Halmar Video....39
Hammerhead Graphics....36
Hansen Motorcycles, Inc....41
Hap Jones International....37
Hayward Honda....38
Held's Hodaka....44
Hogan Cycles....45
Holliday Canopies....45
Husaberg America....45
Hy-Tech....41
I-40 Raceway....37
I.C.O....42
Interstate Oil Co....39
International Motorsport....36
Intershows....31
Into-The-Lens....32
JN Innovations....41
Japan Motors Racing....43
Johnny B's Travel Lab....42
Kawasaki Motors Corp....17
Ken Maely Enterprises....36
Kendon Industries Inc....37
Klemm Research....42
Krause Racing/Sidewinder....37
KTM Of Mojave....36
KTM Sport Motorcycle USA....38
Kustom Kraft Performance Spec....39
L.R. Enterprises....46
La Habra Suzuki....42
Lake Sugar Tree Motorsports Park....36
Lamson Porting....35
Letko Competition Cycles....35
Lindemann Engineering....42
Los Angeles Sleeve Co....25
M.C.C....42
M/C Concepts....39
M/C Mechanics Institute....31
Magnum Distributing....44
Maxima Racing Lubricants....43
McGraw Insurance Services....39
Megacycle Engineering....41
Metzeler Motorcycle Tire....37
Michelin Tire....44
Mickey Thompson Ent Group....37
Mid Cities Honda Kawasaki....37
Mike's Cycle Parts....35
Modern World Ventures....43
Moose Racing....38
Moroney's H-D....45
Moto America, Inc....38
Moto Italia....35
Moto Liberty Cycle....45
Moto Line....45
Moto Tassinari....44
Motoplat Ignitions....38
Motorcycles Accessories Unlimited....38
Motul USA, Inc....39
MX of Marion County....32
Myler's....38
National Cycle Salvage....46
National Motosport Association....23
Neil Keen....36
New England Adventure Tours....43
Nickel Silicon Carbide....43
Nitrous Oxide Systems, Inc....41
Noleen Racing, Inc....44
North West Maico & CZ....41
Northwest Sleeve Engineering. Wrk....38
Oakland Spt Ctr....45
Off Road Specialties....45
Old Timers MX Association....32
On-Time Productions of N.Y....30
Orange County Suzuki....38
PBI Sprockets....46
Penske Racing Shocks....23,39
Performance Engineering....43
Performance Machine....39
Personal Cycle Service....44
Personalized Care Motorcycle Tours....42
Pettersson Pro Suspension....39
PJ1 Corporation....42
Pomona Valley Kawasaki....41
Posey Distributors....45
Powroll Inc....43
Precision Winding....46
Pro Action Technology....35
Pro Art Works....39
Pro Circuit Racing....38
Pro Italia Motors....38
Pro Lev'r....46
Pro Pad Products....36
Pro Pilot Racing....41
Pro Plates....35
Prosports USA....35
Pro-Vue Lenses....45
Prospectors M/C....32
PSI, Inc....45
R.K. Chain....35
Race Tech....35
Racing Engine Components....42
Racing Ent. Christmas G.P....27
Rancho M/C Dismantling....39
Ron Wood Racing....43
Santa Clara Co. MC Park....30
SBS Proman....30
Shane Trittler Promotion....23
Shoei Helmets....38
Shoup Enterprise....35
Slater Bros....45
Sloan's Honda/Yam-Suz Racing....41
So. Cal. M/C....31
Sole Performance....35
Southwest Motorsports....43
Spear's M/C Shop....46
Spectro Oils of America....43
Sport Engineering....35
Sports Afield II....31
Sprocket Specialists....35
Starwest Supercross Park....31
Steve Storz Performance....44
Sticker Point USA, Inc....42
Sudco International....41
Suicycle....39
Sunstar Engineering....38
Superbike Mike Engineering....44
Suzuki of Jacksonville....43
Syed Leathers....46
T.J. Parts Express....38
Team Calamari YSR....41
Terrycable....45
The Tryals Shop....44
Too Tech Suspension....44
Torco International Corp....25
Trick Racing Fuel....39
Tulare Cycle Park....31
Two Brothers Racing....39
U.S. Maico....42
U.S.Tsubaki....27
Uni Filter, Inc....42
Vance & Hines Enterprises....41
Vanson Leathers....36
Varner Racing....43
Video Theatre....29
VP Racing Fuel Inc....38
WERA....45
Walt-Schaffer Cycle Supply....44
Web-Cam....43
Westech....39
Western Honda....45
Western Manufacturing Corp....36
Wheel Works....43
White Bros Cycle Speciality....46
Wide Open Racing....42
Wiseco....38
Works Connection....43
Works Enduro Rider (WER)....41
Works Performance Products....42
World Sports/So....44
Yamaha Motor Corp....46
Z Racing....43

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